

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: U.S. Highway 25

Other names/site number: U.S. Route 25, Dixie Highway, Old U.S. Highway 25

Name of related multiple property listing:

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Portions of Old U.S. Highway 25, Calhoun Mountain Road, Frontage Road, Moki Road, Old Buncombe Road, Perimeter Road, Augusta Arbor Way, and Old Augusta Road

City or town: Travelers Rest, Greenville, and Edgefield State: South Carolina

County: Greenville and Edgefield

Not For Publication: ☐

Vicinity: ☒

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

X A B C D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

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In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- ___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☒

Public – State

☒

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☐

District

☒

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Site

☐

Structure

☐

Object

☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

Noncontributing

buildings

sites

8

structures

objects

8

Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/road-related

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/road-related

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7. Description

Architectural Classification

(Enter categories from instructions.)

Materials: (enter categories from instructions.)

Principal exterior materials of the property: CONCRETE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

In South Carolina, U.S. Highway 25 runs the length of the western section of the state along a ridge from just below Tuxedo, North Carolina, to Augusta, Georgia. Officially designated as part of the federal highway system in 1926, it follows a route that was previously part of the privately designated Dixie Highway.¹ Over the length of the road from North Carolina to Georgia, U.S. 25 was an early two-lane concrete byway. It was built of concrete to be long-lasting and weather-resistant, which was key for swift transportation.² While much of the original U.S. 25 was significantly altered as the road was widened and repaved over the years, several sections were cut off as the highway was rerouted, leaving the original concrete paving intact. This nomination includes those original and preserved sections of the highway.

Narrative Description

¹ Denny Gibson, *A Decade Driving the Dixie Highway: Exploring the USA's first Highway System*, (Columbia, S.C.: Trip Mouse Publishing), 23.

² Howard Lawrence Preston, *Dirt Roads To Dixie Accessibility and Modernization in the South, 1885-1935*, (Knoxville: University of Tennessee, 1991), 13-20.

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U.S. Highway 25 in South Carolina

The current U.S. Highway 25 still largely follows the original route through South Carolina but has been rerouted in several places over the years. The original highway enters South Carolina south of Tuxedo, North Carolina as Old U.S. 25 Highway. It runs north-south through the western half of the state, passing through the towns and cities of Travelers Rest, Greenville, Ware Shoals, Greenwood, Edgefield, and North Augusta, and then across the Savannah River into Augusta, Georgia. A more complete description of the original route is provided in the Developmental History/Additional Context at the end of Section 8.

The original route converges with and diverges from the current U.S. 25 in several locations along the route through S.C., most notably at the extant sections of original paving enumerated below. (Figure 2) The road path has also changed around cities and towns, especially those which have seen substantial growth over the last century. Both the original and current routes of U.S. 25 overlap with numerous local roads, including the historic Old Buncombe and Old Augusta Roads, among many others. In many towns and cities, the original route went through downtown, often along Main Street. Whether following the current U.S. 25 or other roads, much of the original path of the highway is still discernable, though it is typically paved over with modern asphalt. There are some places, such as at Donaldson Center Airport near Greenville or where I-85 intersects the original route, that a section of the original highway was fully removed rather than just repaved.

Contributing Resources

1. North Saluda River Bridge, Callahan Mountain Road/County Road 42 (1928)

A small 123-foot concrete bridge dated 1928 is on Callahan Mountain Road in Greenville County as it crosses the North Saluda River. Callahan Mountain Road crosses the river shortly before intersecting with Old U.S. 25 Highway (Photos 1-2, Figures 3-4).

2. Lauren Kay Road/Frontage Road (1927)

This particular section of the concrete highway in Greenville County is directly adjacent to the current U.S. 25 on the east side, between the interchange with South Carolina Highway 11 to the north and Sweet Gum Valley Road to the south. Most of the area is surrounded by hardwood forests in transition from higher altitude evergreens such as hemlocks. Lauren Kay Road is currently used for parking and access to a construction business and a home (Photo 3). The 1927 SCDOT plan profiles the proposed route from South Carolina Highway 11 to Travelers Rest (Figure 4) and the section detailing the eastern curve that is now Lauren Kay Road is shown in Figure 5.

3. Moki Road/Old U.S. 25 Highway (1927)

Moki Road was a curve in old U.S. 25 in Greenville County that was cut off after the construction of the current U.S. 25. It is approximately 1,653 feet long and is located to the east of the present highway, which it connects to at its north and south ends. The topography of this section shows a valley terrain with industrial businesses nearby. Mush

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Creek Road intersects Moki Road from the east just north of a low concrete bridge over the North Enoree River, which at this point is a small creek (Photos 4-6). An asphalt plant is also east of the south intersection with US 25. The view from Moki Road to the west is of the current U.S. 25 and a lumber business. (Figure 6)

4. Concrete Bridge, Old Buncombe Road/County Road 280 (1910)

This bridge is located south of downtown Travelers Rest in Greenville County on Old Buncombe Road just south of the intersection with Watson Road. The bridge is approximately thirty-six feet long passes over a creek that feeds the headwaters of the Reedy River (Photos 8-9). It was constructed in 1910 prior to the designation of U.S. 25 but was part of the originally designated route. Although the road itself has been paved over, the concrete bridge is extant and dated 1910.³ Figure 7

5. Perimeter Road at Augusta Arbor Way, Donaldson Center Airport (1929)

This section of concrete is near Donaldson Center Airport in Greenville County and is approximately 93 feet long. The construction of the Greenville Army Air Base south of Greenville during World War II altered the route of U.S. 25.⁴ In 1942 U.S. 25 was rerouted off the base's property.⁵ This left an intact portion of the old concrete intact north of the intersection of Perimeter Road and Augusta Arbor Way (Figure 8). This small section of concrete is near the aircraft hangers at the southwest end of the airport. The concrete road runs from Perimeter Road into the fenced area next to the hangars and connects to the tarmac (Photos 10-11, Figure 8-10).

6. Augusta Arbor Way at Antioch Church Road (1929)

Another section of concrete-paved original highway in Greenville County is located on Augusta Arbor Way south of Antioch Church Road in the community of Moonville. This section is approximately 1,042 feet long and is cut off to the south by Interstate 185. The road crosses Flora Louise Drive and ends in a cul-de-sac which overlooks the interstate through a fence (Photos 12-13, Figure 11).

7. Old Augusta Road Extension (1929)

This 711-foot segment of concrete originally connected to the extant stretch at Augusta Arbor Way in Greenville County but is now separated by Interstate 185. It runs to the east of the current U.S. 25, just south of J. Walter Moon Boulevard, and intersects with U.S. 25 near its southern terminus. The modern U.S. 25 continues further north and curves to the west, around Donaldson Airport. Several businesses as well as a fire station currently front this original segment. (Photos 14-16, Figure 12)

8. Stevens/Turkey Creek Bridge and Road, U.S. Highway 25 at Gilgal Road (1929)

³ Kyle Campbell, "Spring Park Inn," National Register of Historic Places Registration Form, February 1, 2018.

⁴ The base was renamed in 1951 for Greenville native and World War I ace pilot John Owen Donaldson.

⁵ Bob Dicey, "Dixie Highway on Donaldson Air Base" interview by Anne Peden, June 13, 2019. Bob Dicey, a Donaldson Air Base historian, found that there is extant concrete still on the Donaldson Center. He documented where the Augusta Road crossed the base prior to its construction in 1942 and has in his collection of artifacts a military scrapbook of photos taken during construction with some images of where the road was being diverted. He found this small piece of the concrete across Perimeter Road from Augusta Arbor Way.

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A section of road and the remnants of a bridge over Stevens/Turkey Creek in Edgefield County are extant to the east of the current U.S. 25. The concrete road begins just to the east of the highway opposite the intersection of U.S. 25 and Gilgal Road. The extant pavement of this northern section is approximate 126 feet in length and it runs south southeast toward Stevens/Turkey Creek. The road picks back up at the Stevens/Turkey Creek Bridge (Photo 18). The bridge is only partially extant, as its central section is missing. There are remnants on both sides of the creek. It is a concrete bridge with a concrete rail consisting of square posts and two rails. The concrete road continues south of the creek for approximately 2,179 feet and turns west, nearly intersecting with the current U.S. 25.⁶ (Photos 19-24, Figures 13-16)

⁶ The plan for this section of the old roadway is dated August 2, 1927, and it evinces a change with the use of a longitudinal joint separator allowing for expansion of the concrete to protect it from cracking. The basic road dimensions as far as width and depth are unchanged (Figure 11).

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☐ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

POLITICS/GOVERNMENT

Period of Significance

1926-1929

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The three bridges and five road segments being nominated are extant sections of the original U.S. Highway 25 in South Carolina and are eligible at the local level under Criterion A: Transportation and Politics/Government. U.S. 25 was established in 1926 as one of the original routes of the first federal highway system, a groundbreaking project aimed at bringing government support and coherence to the disjointed and underfunded system of locally and privately managed roadways that crossed the nation. This unique road which followed a historic trading trail reaching back to Colonial times also followed the same route as the Carolina Division of the privately designated Dixie Highway (Figure 1) and finally converted to the original route of U.S. 25 in S.C. Over at least three centuries, this original Colonial trade trail evolved into an interstate mode of transporting people and goods, and brought prosperity to northwestern Carolina through the Native Americans, Colonials, Revolutionaries, plantation owners, farmers, vacationers, and industrialists who made use of it. With the exception of the 1910 bridge that was built as part of the construction of the Old Buncombe Road and subsumed into U.S. 25, the nominated structures were all built or paved in the years immediately following the new numbered highway designation. The hard-surfaced concrete road segments and bridges being nominated retain their historic integrity from the initial improvement of the highway between 1926 and 1929. These segments represent the transition from the informal named trail system to a new, standardized highway system overseen by an interstate bureaucracy. They capture a pivotal moment in the nation's history when the federal government began to assume a more influential role in the improvement of automotive infrastructure, a period that anticipated the even broader federal interventions in American life in the New Deal era and the creation of the federally funded Interstate Highway System in 1956.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Transportation and Politics/Government

U.S. Highway 25 was created on November 11, 1926, when the American Association of State Highway Officials (AASHO) formally adopted the numbered U.S. highway system.⁷ In North and South Carolina, the newly designated U.S. 25 followed the route of the Carolina Division of the Dixie Highway, one of many long-distance routes designated in the early 20th century by private associations of local and regional boosters.⁸ While named trail groups like the Dixie Highway Association helped solidify the value of convenient, long-distance automotive travel in the minds of many Americans, they were also largely unable to fulfill drivers' desires for better,

⁷ Richard F. Weingroff, "From Names to Numbers: The Origins of the U.S. Numbered Highway System," Highway History, U.S. Department of Transportation, Federal Highway Administration, last modified June 27, 2017, <https://www.fhwa.dot.gov/infrastructure/numbers.cfm>.

⁸ Tammy Ingram, *Dixie Highway: Road Building and the Making of the Modern South, 1900-1930* (Chapel Hill: University of North Carolina Press, 2014), 161.

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faster roads in anything more than piecemeal fashion. Increased and sustained federal support for highway improvement proved pivotal to the realization of those hopes in the 1910s and 1920s, when new national and state bureaucracies emerged to assert greater control over the previously localized business of road building and maintenance. The nominated properties illustrate how this transition from locally developed and controlled roads to a centralized and standardized the interstate highway system unfolded across western South Carolina, with all but one of the resources having been paved after the official designation of U.S. 25 and having retained their integrity from that time.

The Good Roads Movement and the Dixie Highway in South Carolina

The Buncombe-Augusta Road later US 25 was part of the Progressive Good Roads Movement active from the 1890s to late 1920s when the federal government set up the United States Highway system, the first interstate system of roads in the United States. Historian Tammy Ingram purports that farmers and businessmen, northerners and southerners were united for many years in their support of the Good Roads Movement, and although the railroads built in the south in the 1850s supported the growth of the southern textile industry after the Civil War, this mill industry depended primarily on local roads.

These dirt trails brought the cotton to the railroads, and the earliest major textile mills in South Carolina at Graniteville (1840s) and around Greenville as early as the 1870s were near the Buncombe/Augusta Road which became US 25. President James L. Orr of the Piedmont Manufacturing Company south of Greenville stated at the turn of the 1900s that he bought all the cotton within a fifteen-mile radius of his mill which was about four miles from the Augusta Road.⁹ The railroad passing through Piedmont did those farmers little good. South of Greenville, many cotton mills followed along the old road to Augusta around the turn of the century, including Riegel in Ware Shoals and Greenwood Manufacturing in Greenwood. As farming became mechanized and the good roads for truck travel became more important, plantation owners joined the push to promote better weather-resistant roads. Both farmers and textile mill owners benefited from good, weather resistant roads.

Prior to the 20th century, virtually all road building and upkeep in the U.S. was done by local governments. States sometimes offered grants for privately operated roads, and the federal government briefly supported new roadways as part of the early 19th century “internal improvements” movement, but neither assumed any sort of sustained role in maintaining and improving the nation’s roads. The period of the 1800s saw farming as the main way of living along the path, and cotton was the money crop in western South Carolina. As textile mills sprang up along the way, cotton was transported by road to the railways and local mills during the mid-nineteenth century. But these roads had been Indian Paths along the ridges, and as the crops began being moved by wagon and trade animals came along on foot, the roads became toll roads maintained by locals who often neglected their duty. These dirt roads watered by rain were often mudways, and there were many creeks and rivers to ford as well.¹⁰

⁹ “Southern Cotton Mills”, St. Louis Globe-Democrat, April 24, 1987, Newspapers.com

¹⁰ Mann Batson, *Early Travel and Accommodations*, (Greenville, South Carolina: Greenville Literacy Press), 7-11.

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By the 1880s, organized pressure for more robust government action emerged in the form of the Good Roads Movement, begun by bicyclists to lobby for the improvement of roads across the nation. Good road advocacy was eventually taken over by the automobile industry as production of cars increased rapidly after the turn of the century. By that time, motor vehicles were beginning to be seen as an important means of transportation, with unimproved roads the main hindrance to pleasant travel. Lobbying by the Good Roads Movement led to the creation of the federal Office of Road Inquiry (ORI) in 1893. The ORI did not provide funds for road projects but was established to assist states with road construction, primarily through public education and outreach efforts. The ORI was closely intertwined with private organizations, creating an effective, if ethically murky, public-private partnership.¹¹

Without leadership on road construction at the national or state levels, many places, including South Carolina, suffered from a lack of improved roads. Additionally, as long as the railroads maintained a monopoly on comfortable travel in the 19th century, there was little incentive to focus on long-distance road improvement.¹² In South Carolina most of the issues were related to raising the funds for road construction across the state. Convincing the voters to approve road bonds and taxes was challenging. People who felt motivated to move on the roads during the winter, forgot about it during summer, and voted against funding in the fall.¹³ Articles across the state promoted paving with concrete over asphalt/macadam by using examples from northern and Midwestern roads and comparing costs.¹⁴ Although generally accepted as the best surface material, the cost of concrete roads was substantial, and with the probability of graft and nepotism high, locals found numerous reasons to continue to vote down funding sources.¹⁵

By the end of the 19th century, the condition of South Carolina's roads was so poor as to inspire comment in newspapers as far away as Kansas. In 1896, the *Decatur County News* reported that "Towns in South Carolina, located near the state line and not far from Charlotte, N.C., have lost much trade of late, as the farmers prefer to haul over the good roads into another state in preference to using the poor roads of their own state. This experience has been instrumental in inaugurating a movement for good roads in South Carolina."¹⁶ A little under two years later, the South Carolina Good Roads Association was organized in November of 1897.¹⁷

Several initiatives were used over the years to improve road funding in South Carolina. One early incentive came when Congress inaugurated Rural Free Delivery in 1896 and began building a series of post roads. But when the Post Office Department prohibited construction of these roads where existing routes were unfit, farmers got out in force to improve the roads to

¹¹ Owen D. Gutfreund, *20th-Century Sprawl: Highways and the Reshaping of the American Landscape* (New York: Oxford University Press, 2004), 8-16. Ingram, *Dixie Highway*, 6, 8, 31-32.

¹² John Hammond Moore, *The South Carolina Highway Department, 1917-1987* (Columbia: University of South Carolina Press, 1987), 22.

¹³ "Dixie Highway Taxes and Bonds", Augusta Advertiser, August 25, 1920, Newspapers.com

¹⁴ "Concrete prices and places", Greenwood Journal, May 17, 1921, Newspapers.com

¹⁵ "Road Construction and Bonds", Edgefield Advertiser, August 25, 1920, Newspapers.com

¹⁶ "A Practical Road Lesson," Oberlin (Ks.) *Decatur County News*, January 27, 1896.

¹⁷ Moore, *South Carolina Highway Department*, 35.

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their properties. In 1904, U.S. Senator Asbury “Good Roads” Latimer of South Carolina proposed a bill for the Federal Government to supply \$24,000,000 in matching funds grants to states to help fund these good roads. The bill provided background and support to the argument of Congress’ ability to support road work in the individual states, but he had failed to get it passed before his death in 1908.¹⁸

The ORI surveyed the country’s roads and reported in 1904 that only seven percent were surfaced in any way. By 1909 that figure rose only modestly to a little under nine percent.¹⁹ In 1911, a Greenville County resident just off the future course of U.S. 25 in Tigerville decried the “terrible” roads and “dangerous” bridges in that part of the county and suggested property owners refuse to pay taxes until they received improved roads. “We are civilized up here. We appreciate good things of life as well as the city man,” the “Mountaineer” wrote, invoking the county’s rural-urban divide from its seat of Greenville.²⁰ Meanwhile, the number of automobiles on the road continued to climb at a rapid rate. In 1912, the South Carolina Department of Agriculture reported 9,122 motor vehicles registered in the state. By 1917, the estimated number of vehicles was 38,322. Unfortunately, the quality of the state’s roadways was not keeping pace with the number of new cars on the road.²¹ While there was general agreement about the many benefits of improving America’s roadways, there was not broad consensus about the best way to do so. The involvement of the federal government was a particular sticking point. The ORI evolved into the Office of Public Roads in the early 20th century but continued to be ineffective in actually producing road improvements. Education remained the primary purpose of the office, though they did construct several short roads as demonstrations to local governments.²²

By the 1910s, interest in improving America’s roads hit a fever pitch, and new private groups emerged to fill the leadership void being left by the federal government. Among the most relevant for the future course of U.S. 25 in South Carolina were the dozens of named road associations that emerged in the 1910s and 1920s. Such associations, which varied widely in scope and actual levels of activity, formed across the country to designate and promote their own long-distance highway routes. The first and most prominent of these groups was the Lincoln Highway Association, which formed in 1913 and designated a 3,150-mile coast-to-coast interstate stretching from New York to San Francisco. The brainchild of Carl Fisher, the Association worked with local boosters and planners in towns along the route and encouraged them to improve existing roads and use new construction to connect pre-existing sections. The enterprise received contributions from the public as well as the automobile industry, who theoretically stood to profit greatly from such a venture.²³

¹⁸ Preston, *Dirt Roads To Dixie*, 19, 33. Veronica Bruce McConnell, “Latimer, Asbury Churchwell,” *South Carolina Encyclopedia*, <https://www.scencyclopedia.org/sce/entries/latimer-asbury-churchwell/>.

¹⁹ Gutfreund, *20th-Century Sprawl*, 12-15.

²⁰ “Roads of Upper Greenville County,” *Greenville News*, October 21, 1911, p. 4.

²¹ Moore, *South Carolina Highway Department*, 30-31.

²² Earl Swift, *The Big Roads: The Untold Story of the Engineers, Visionaries, and Trailblazers Who Created the American Superhighways* (Boston: Houghton Mifflin Harcourt, 2011), 30-34.

²³ Swift, *The Big Roads*, 30-34. United States Department of Transportation, *America’s Highways: 1776-1976* (Washington, D.C.: U.S. Government Printing Office, 1976), 83, 109. John A. Jakle, “Pioneer Roads: America’s Early Twentieth-Century Named Highways,” *Material Culture*, vol. 32, no. 2 (Summer 2000), 1-22.

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With the east-west Lincoln Highway project underway—and motivated partly by his own interest in south Florida real estate development—Fisher eventually turned his attention to the designation of a new north-south route between Michigan and Miami to be known as the Dixie Highway. In April of 1915, he and the governors of the states along the proposed route met in Chattanooga, Tennessee, and formed the Dixie Highway Association to oversee the project.²⁴ Boosters in South Carolina were among those who quickly sensed the potential economic advantages of being included on the route, and they accordingly kept a close eye on its progress. Greenville County's state legislators had all been elected on a good roads platform and moved forward in 1915 to bond the county. They passed a bond act for \$950,000 for paving without a referendum. The courts upheld and work proceeded. Soon, other counties in the Upstate and later across the state followed suit. Greenville's road-building program set the mark for the state.²⁵

"When it is considered that the Dixie highway was routed only eight months ago, the progress made in its construction is remarkable," marveled the Edgefield *Advertiser* in 1916 at "the wonderful advancement" being made in some fifty counties towards paving and connecting the previously existing routes that made up the highway. Despite some early talk of a possible Carolina branch that would run through Asheville, N.C., and into Greenville or Spartanburg, S.C., it was not immediately clear that the highway would run through either of the Carolinas. When news emerged in late 1917 that the Dixie Highway Association was considering a possible extension to the route at Knoxville, Tn., towns up-and-down the highway's possible path through western S.C. began feverishly lobbying for inclusion in the route. The Carolina Division of the Dixie Highway was designated on June 18, 1918. The highway was to enter South Carolina just below Tuxedo, North Carolina, and follow the old trader's path to Merrittsville, Travelers Rest, Greenville, Moonville, and Ware Place in Greenville County. It then passed into Laurens County through Princeton, continuing on into the new mill town of Ware Shoals and eventually into the Greenwood County towns of Hodges and Greenwood. It then ran through Edgefield in neighboring Edgefield County before finally reaching Aiken County, where it would pass through North Augusta before crossing into Augusta, Georgia.²⁶

Federal Road Investment and the Decline of the Named Trails

At the same time as trail associations worked to rally support behind their sponsored routes, the federal government faced mounting pressure from good roads advocates to offer more comprehensive support for improving the nation's automotive infrastructure. Such efforts eventually led Congress to pass the Federal Aid Road Act in 1916, which established much of

²⁴ Ingram, *Dixie Highway*, 75-78. Robert Yost and Patricia Yost, *Late To The Party In The Roaring '20s: And That Tropical Paradise Called Florida* (Lanham, Md.: Pineapple Press, Inc.), 5-7.

²⁵ James M. Richardson, *History of Greenville County South Carolina*, Greenville, SC: Southern Historical Press, Inc., 95.

²⁶ Ingram, *Dixie Highway*, 105. "Highway Improvement: Chicago-Miami Motor Road," Edgefield *Advertiser*, March 22, 1916, 6. "Working to Bring Dixie Highway by Way of Greenville," Greenville *News*, April 4, 1915, p. 14. "Greenville Be on New Highway," Greenville *News*, October 11, 1917, p. 12. "Auto Association to Be Formed to Fight for Dixie Highway," January 8, 1918, p. 8. "The Dixie Highway," Edgefield *Advertiser*, March 27, 1918. "The Dixie Highway," Abbeville *Press and Banner*, March 5, 1918, 2. "Greenwood County Gets Dixie Highway through Edgefield," Greenwood *Index Journal*, May 17, 1918, p. 5.

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the basic framework for federally funded road construction that remains today. The law was initially drafted by the American Association of State Highway Officials (ASAHO), the powerful industry group whose support would prove essential for any successful national highway legislation. The Road Act (and later Highway Act) initially set aside \$75 million to construct new federal highways, disbursed to states in dollar-for-dollar matching grants. In return, states agreed to maintain the new roads using non-federal funds and, if they did not already have them, to establish state highway departments that met federal standards, a provision one historian describes as “a harbinger of the new federalism that would be forged during the New Deal.”²⁷ After the law’s 1916 passage, South Carolina received about \$1 million of the \$75 million to be spent across the nation over a five-year period. In order to receive funding, S.C. was also forced to finally establish a state highway department and a five-member State Highway Commission to coordinate road construction with the U.S. Department of Agriculture.²⁸

Notwithstanding those advancements, several years passed before substantial progress was made improving the state’s roads, with efforts being delayed by World War I as well as the resistance of county governments to relinquish control of roads to the state. Progress towards a national highway system was also hamstrung by the Act’s original provisions, which, like earlier federal road efforts, favored the construction of rural roads over the sort of country-spanning interstates promoted by the named trail associations. A firmer foundation for those sorts of long-distance routes was laid in the 1921 Federal Aid Highways Act. A modified renewal of the 1916 law, the 1921 legislation did not eliminate its predecessor’s bias towards funding rural, local roads, but it did ease it. More importantly, the law also now required states to propose 7 percent of their overall road mileage for designation as federal highways—including primary (interstate) and secondary (intercounty) roads—with the Bureau of Public Roads ultimately choosing the approved routes. States would thereafter only be allowed to expend federal dollars on those and any subsequently approved routes, thereby establishing the nation’s first interstate highway system.²⁹

The 1921 law has been called “the single most important piece of legislation in the creation of a national network” of highways and has been credited for heralding “a golden age of road building” that included the paving of U.S. 25 in South Carolina. By the mid-1920s, new routes and offshoots of existing routes began to crop up all over the country as various areas attempted to attract motorists and tourists. At the same time, travelers and industry groups were increasingly cognizant of the challenges presented by the system of named roads that crisscrossed the country. While the named trail associations were critical to the development and evolution of the nation’s roads, they had also represented a piecemeal approach driven by private interests, the limitations of which were becoming more and more evident as a federal highway system took shape. Trail associations posted signs and distributed maps, but the named “highways” themselves often existed more as promotional concepts than as actual new or improved roads, the accomplishment of which was left to what one historian describes as a

²⁷ Gutfreund, *20th-Century Sprawl*, 19-26.

²⁸ Moore, *South Carolina Highway Department*, 45-47.

²⁹ *Ibid.*, 48. USDOT, *America’s Highways*, 103-08. Swift, *Big Roads*, 73-75. Gutfreund, *20th-Century Sprawl*, 25-27.

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“helter skelter patchwork of segment-specific initiatives.” Lack of any central regulation often led to confusingly overlapping trails or the plotting of routes based less on the fastest travel time and more on factors like which local towns pushed hardest to be included along the way.³⁰

In response to the disorganization wrought by the proliferation of trail groups, in 1924 AASHO began the effort to standardize route designations and signage, eventually pushing the Secretary of Agriculture to appoint a Joint Board on Interstate Highways to devise a uniform classification scheme for federal highways. Consisting of state and federal officials, the Joint Board worked out a number-based system, with the major east-west routes numbered by multiples of ten and major north-south routes ending in one or five.³¹ Many of the named highway groups lobbied to keep their names intact; if nothing else, they desperately wanted each of the named highway to be assigned a single number in its entirety. Ultimately, the names and signs were eliminated, and most of the named highways were broken up into various numbered routes. AASHO tentatively approved the Board’s recommendations in late 1925 and allowed for a period of outside input and modification, with a final plan being officially approved on November 11, 1926. With that, the Carolina Division of the Dixie Highway was re-designated as part of U.S. Highway 25, and the Dixie Highway Association disbanded the following year. The Dixie Highway name lived on informally for a number of years, with locals along its S.C. route still using it to refer the road henceforth officially known as U.S. 25. In time, “the Dixie Highway” name would fade from popular usage, just like the other trail names around the country.³²

U.S. Highway 25 in South Carolina

Reaction to the new federal system, which began soon after the preliminary routes were announced in 1926, varied from place-to-place and largely reflected which towns found themselves along a highway and which did not. In South Carolina, the routing of the new U.S. Highway 1—the most-coveted north-south highway along the nation’s eastern seaboard—proved especially controversial, with leaders in the coastal and Pee Dee regions protesting the Board’s decision to route the highway further inland through Columbia, and not along the former route of the named Coastal Highway.³³ By contrast, U.S. Highway 25 seems to have invited relatively little consternation among South Carolinians, mirroring as it did the Dixie Highway’s familiar routing through the western side of the state. Indeed, the span of U.S. 25 was somewhat unusual among the new federal highways in that it more or less followed the same route as one of the named trails—in this case, the Dixie Highway’s Eastern Division, nineteenth century drover’s road, and the Colonial trader’s

³⁰ Gutfreund, *20th-Century Sprawl*, 18-20. Frederic L. Paxson, “The Highway Movement, 1916-1935,” *American Historical Review*, vol. 51, no. 2 (January 1946), 236-53 (esp. 241-49). Swift, *Big Roads*, 45, 81, 93-94. See also “Public Highways: Good Roads are Neglected,” *Edgefield Advertiser*, March 22, 1916, p. 6.

³¹ Henry Petroski, *The Road Taken: The History and Future of America’s Infrastructure* (New York: Bloomsbury, 2016), 45.

³² Ingram, *Dixie Highway*, 174-88. USDOT, *America’s Highways*, 109-110. The final approved plans were not made public until January 1927, after the Bureau of Public Roads had prepared maps for distribution around the country. U.S. Department of Agriculture, “Complete U.S. Highway System Now Designated and Approved,” January 2, 1927, press release, available at Federal Highway Administration website, <https://www.fhwa.dot.gov/highwayhistory/ushwypr.cfm>

³³ Ingram, *Dixie Highway*, 174-77.

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path. Beginning in Port Huron, Michigan, U.S. 25 coursed down through the Midwest and Appalachia before entering South Carolina in northern Greenville County traveling its length. It continued south through the counties of Laurens, Greenwood, Edgefield, and Aiken before crossing the Savannah River into Augusta, Georgia, where it merged with U.S. 1.³⁴

As part of the original group of numbered highways designated in 1926, U.S. Highway 25 was one of the first formally recognized interstate highways in South Carolina and the nation. At the time of the roadway's designation, the *Columbia Record* highlighted it as being among "the more important national routes" to have been newly designated and pass through the state.³⁵ Eventually, this concrete, weather-resistant road became the backbone of the new interstate road system in western South Carolina. However, paving the entirety of the newly designated highway would take several years. South Carolina once again received a little over \$1 million in federal construction money in 1926-27, and local boosters along U.S. 25 pushed for their communities' share while highlighting the benefits that would accrue from good roads connecting them to a transnational network. In spring 1927, the *Greenwood Index-Journal* praised the local Chamber of Commerce for lobbying to secure the town's place on the route, highlighting how its strategic location along U.S. 25 connected with the old Black Bear Trail from Quebec, Canada, and provided travelers convenient access to U.S. 1 "for all Florida points." Staff also called for the quick completion of all still-unpaved segments connecting it to the town of Ware Shoals to the north and Augusta to the south. Three years passed before the last segment in that stretch of U.S. 25 was finished, and other communities were not nearly so patient. In 1927, town leaders in North Augusta threatened to secede from Aiken County after county leaders chose to pave the road connecting the town of Aiken to Columbia rather than hard-surfacing the extent of U.S. 25, which extended from neighboring Edgefield County through North Augusta to the Savannah River. Within a month, the county had agreed to hard-surface the route.³⁶

Active support for U.S. 25 was especially pronounced among boosters in Greenville County, the S.C. county where the highway ran the longest distance, and where most known extant segments of the original road may be found today. Anchored by the seat of Greenville, in the late 19th and early 20th centuries the county became a major regional textile hub, particularly after the completion of the Southern Railway and Atlantic Coast Line. Civic leaders in Greenville, the largest South Carolina city along the route, emerged as perhaps the state's most enthusiastic supporters of the Highway 25 project. "[T]he improvement of this highway will be of tremendous local as well as national benefit," the *Greenville News* predicted confidently in

³⁴ Ingram, *Dixie Highway*, 177. U.S. 25 did not replicate the Dixie Highway's Eastern Division exactly, but compare maps showing towns along the Dixie Highway with those on U.S. 25, available at "Dixie Highway Map, 1919," *New Georgia Encyclopedia*, <https://www.georgiaencyclopedia.org/file/24176>, and *Greenville News*, June 30, 1929, p. 6, map inset. For an example of Dixie Highway towns excluded from U.S. 25, see "Western Touring is More Popular," *New York Times*, August 7, 1927.

³⁵ "Official Federal Highways," *Columbia Record*, January 16, 1927, p. B11.

³⁶ "North Augusta Will Go Slow in Secession," *Aiken Standard*, August 5, 1927, p. 5. "North Augusta Paving Question is Settled," *Aiken Standard*, September 9, 1927, p. 1. "Federal Highway Funds," *Sumter Item*, January 1, 1926, p. 1. "For a Greater Greenwood," *Greenwood Index-Journal*, April 29, 1927, p. 1. "More Paved Road in Laurens Soon," *Greenville News*, June 29, 1930, p. 8. "Three Miles Open," *Greenwood Index-Journal*, September 28, 1930, p. 5.

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November 1928, calling the paving of the route “an important matter to South Carolina and all of the states” through which the roadway passed. Highlighting how more than one-third of Highway 25’s 145-mile span in S.C. passed through their county, the paper noted that the county’s eagerness for the project was motivated “primarily by desire to unite the county itself in transportation facilities”—possibly a reference to the gap in economic and infrastructural development that continued to divide centrally located Greenville from the county’s northern and southern regions, known respectively as the “Dark Corner” and “Possum Kingdom.” Taking a bigger view, the paper also encouraged readers to take pride in the county’s broader contribution to “helping to build a great national highway.”³⁷

Textile and political leaders in the Upstate also led the Good Roads Movement in the western and northern part of the state. The concrete roads were so important to Upstate mill executives that they exerted much effort and political pressure to make the roads the best possible for movement of cotton to mills. The western corridor from North Carolina to Georgia had long supported commerce and travel from Hamburg (North Augusta to Hendersonville and beyond) and had brought textile industry up from Graniteville, the first major cotton mill in the south in the 1840s.

While local media touted Highway 25’s importance to Upstate S.C. residents, other Greenville boosters joined with officials around the southeastern U.S. and beyond to conduct a broader publicity effort in support of the highway. By 1929, much of U.S. 25 had been completed in South Carolina, and the Greenville Chamber of Commerce sought to maximize the potential benefits of the state’s newly hard-surfaced interstate artery. In the summer of that year, they met with other local Chambers from Jacksonville, Fl., Augusta, Ga., and Asheville, N.C., to discuss forming a new group to promote the convenience and beautiful scenery of Highway 25 to travelers around the country. Their efforts led to the creation of the United States Highways 25-1 Association, so styled in reference to the merger of Highways 25 and 1 in Augusta. Effectively a “numbered” version of the old named trail associations, the group solicited the support of leaders in other towns along the route, including as far away as Canada, and distributed maps to motor clubs, hotels, garages, and elsewhere that touted Highway 25-1 as the “Ontario to Florida Short Route.” Col. W. H. Keith, chairman of the Greenville Chamber’s highway bureau, was chosen to serve as one of the Association’s S.C. directors. Though the Association’s longevity is unclear, their efforts to draw national attention to the virtues of U.S. 25 were apparently successful enough to motivate a similar group to explore forming a Highway 41 Association in order to, as one Tennessee paper put it, “offset activity by the United States Highways 25-1 Association to obtain travel from Detroit to Florida.”³⁸

³⁷ A.V. Huff, Jr., “Greenville County,” *South Carolina Encyclopedia*, <https://www.scencyclopedia.org/sce/entries/greenville-county/>. “Paving the Dixie Highway,” *Greenville News*, November 18, 1928, p. 4. See also “Upper Buncombe Road Paving Open to Traffic Yesterday,” *Greenville News*, June 30, 1929, p. 6.

³⁸ “Ask City to Aid in Getting More Travel Over New Route,” *Greenville News*, June 9, 1929, p. 7. “To Hold Highway Meet Tomorrow,” *Greenville News*, June 23, 1929, p. 8. “Local Men Will Visit Road Meet,” *Greenville News*, June 19, 1929, p. 6. “Tourist Trade Boosted by Organized Highways,” *Asheville Citizen Times*, October 28, 1929, p. 12. “United States Highways 25-1 Association” [map], *Lima Morning Star and Republican Gazette*, August 15, 1929, p. 3. “Meeting Planned to Boost Highway,” *Chattanooga Daily Times*, August 14, 1930, p. 5.

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At the same time as S.C. boosters like those in Greenville worked to sell U.S. 25 to travelers, they and others also kept pushing for the last unpaved segments of the road to be completed. Accomplishing this goal illustrates how the federal highway system of which U.S. 25 was an important and representative product was furthered not just by federal moneys but by the states' willingness and ability to offer their own support. Work paving the various segments of the highway proceeded steadily from 1926 to 1929, when the South Carolina legislature finally passed the state highway bond act providing \$65,000,000 to complete the construction of the state's highway systems, representing what one historian describes as "perhaps the most important piece of legislation" by the state legislature in the 20th century.³⁹ The last unpaved sections of U.S. 25 seemed to have been completed in 1931, and their surfacing was made possible in large part by the state bond act.⁴⁰

The longest section of Highway 25 in S.C. to be paved in a single effort was a twenty-two mile stretch in southern Greenville County. This part of the route was located along a generally flat ridge, providing an opportunity to move this construction along with the aid of creative engineering, and the contract was given to one company with a masterful plan for completion of the task. The Claussen-Lawrence Construction Company from Augusta, Georgia, proposed to move materials along the way using an industrial small track railroad system that would be portable. The track began at the end of the concrete four miles south of the town in Gantt and then followed the roadbed to Princeton at the Laurens County line. The road builders loaded the materials to "batch boxes" which were pulled along the narrow-gauge industrial line to where they were needed. The "batch boxes" were then lifted by crane and their contents emptied into mixers. This work was completed during the fall and winter of 1927-1928.⁴¹

Support for the paving project was generally wide spread as construction moved forward in late 1928. The Greenville News stated that *"Paving the Dixie is one of the most important matters to South Carolina and all the states on that route.The Dixie highway traverses approximately 145 miles of South Carolina soil.... The improvement of this highway will be of tremendous local as well as national benefit."*⁴²

By 1932 the three north-south running interstate highways in South Carolina, U.S. 25, U.S. 1, and U.S. 17, had become uniformly paved, all-weather throughways.⁴³ While plenty of the state's roads remained unpaved, by 1939 every county in South Carolina was nonetheless linked by hard-surface roads with "hardly a place in the State was more than six miles from a paved road."⁴⁴

³⁹ Moore, *The South Carolina Highway Department*, 87.

⁴⁰ For an example of bond-funded paving of U.S. 25 in Edgefield County, see "Completing Paving Near Edgefield," *Greenville News*, March 8, 1931, p. 6C.

⁴¹ "Railroad to be Built in Paving Augusta Road to Laurens County," *Greenville News*, September, 24, 1927.

⁴² "Paving the Dixie", *Greenville News*, November 8, 1928, Newspapers.com

⁴³ Preston, *Dirt Roads To Dixie*, 20.

⁴⁴ *Ibid.*, 159.

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The long-term impact of U.S. 25 on South Carolina is difficult to disentangle from a host of other factors, including the influence of the federal highway system more broadly as well as the local contexts of the individual communities through which it passed. Indeed, the construction of Interstate 26 in S.C. following the National Interstate and Defense Highways Act (1956) undoubtedly diminished Highway 25's value as a north-south artery for travelers in western South Carolina. Nevertheless, the completion of U.S. 25 marked the fulfillment of what for many local residents had been years of hopes for a reliable, safe, and faster roadway that would better connect western South Carolinians to one another and to other Americans from well-beyond the state's borders. Previous good roads efforts, including the Dixie Highway, had made some progress towards that goal but did so haltingly. The creation of the federal highway system brought more order and stability to a traditionally scattershot road improvement process subject to the will and often limited resources of private groups and local officials. The extant sections of Highway 25 being nominated here represent a long history of travel, commerce and industry and ultimately the creation of a concrete, interstate, federally funded, good road to western South Carolina's backcountry and are a reminder of how important transportation routes have been to the growth and history of Upstate South Carolina and the United States.

Developmental history/additional historic context information (if appropriate)

U.S. Highway 25 enters South Carolina just below Tuxedo, North Carolina. The current route of U.S. 25 and the original road (now called Old U.S. 25 Highway) run parallel through Tuxedo and then diverge north of the state line. Consisting of steep grades and numerous switchbacks, Old U.S. 25 Highway follows the path of the Old Augusta Road, the original path coming down the Blue Ridge Mountains from North Carolina. This road was often called Saluda Turnpike between Glassy and Hogback Mountains. The current road winds through upstate hard wood forests to the east of U.S. 25. Most of Old U.S. 25 Highway has been paved over with black top. The North Saluda Reservoir covers what was once the town of Merrittsville through which U.S. 25 originally ran. The Greenville Water System brought the North Saluda Reservoir online in 1961, deluging 19,000 acres of mountainous terrain, home sites, graveyards, and the town of Merrittsville. Since U.S. 25 ran through that upstate village, the road was rerouted around the lake and the reservoir fenced.⁴⁵

Old U.S. 25 Highway rejoins with the current U.S. 25 just north of its intersection with South Carolina Highway 11 (aka Cherokee Foothills Scenic Highway). Just south of this interchange is a small original section of concrete highway paving adjacent to the modern highway. This section of old highway is now known as Frontage Road. U.S. 25 continues to wind south toward Travelers Rest. As the highway approaches the North Enoree River, a curved section of the original highway branches off from the current U.S. 25. This section of originally pavement is now called Moki Road. As U.S. 25 approaches Travelers Rest, the current highway turns east and skirts the edge of the city. The original route follows what is now Poinsett Highway and runs

⁴⁵ "Below the Surface," *Greenville Journal*, September 19, 2011, <https://greenvillejournal.com/community/below-the-surface/>.

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to the west, straight through the city center. At the southern end of Travelers Rest the original route briefly aligns with S. Main Street before branching off onto the Old Buncombe Road. North of the city of Greenville, this road is called the Old Buncombe Road as it ran toward Buncombe County, North Carolina.

Old Buncombe Road continues south before curving back toward the east and U.S. 25. The road crosses the current U.S. 25, which bypasses Greenville, and continues to U.S. 276/Poinsett Highway. The road runs parallel to U.S. 276 from about Brockman Hill Road to Roe Ford Road, at which point it terminates and the original route continues along U.S. 276 toward Greenville. As U.S. 276 enters Greenville from the north it becomes Rutherford Street, which terminates at Buncombe Street. Buncombe Street runs through the city center to the east, at which point the original U.S. 25 route turns south along Main Street. The route then follows Augusta Street to the southeast until it reaches Old Augusta Road. Old Augusta Road is cut off by I-85, but the route picks up again on the south side of the interstate as Augusta Road/South Carolina Highway 291. The route briefly turns off onto another section of Old Augusta Road before reconnecting with Augusta Road. The original route then branches off due south along Donaldson Road. When it was first built, U.S. 25 ran straight through what is now Donaldson Center Airport. A small section of original road still exists at the intersection of Perimeter Road and Augusta Arbor Way.

This area south of Greenville was rural with cotton farms covering the rolling hills and supplying the textile mills with their products at the time U.S. 25 was constructed. It was much more conducive to growth of cotton than the land north of the city because of the topography. The original concrete U.S. 25 ran through farming plantations that were dwindling in size after the turn of the century. The highway straightened as it reached a ridge and old Indian path dividing the water sheds of the Saluda River to the west and the Reedy River to the east passing through small crossroads and by inns along the way. The route follows Augusta Arbor Way back to the current U.S. 25/Augusta Road, which extends south toward Moonville.

From Moonville, U.S. 25 continued approximately along the wagon road to the terminus of Greenville County and briefly into Laurens County before continuing into Greenwood County. The original route branches off to the west on U.S. 25 Business/Hidden Valley Road just north of the interchange with South Carolina Highway 252. As it passes through Ware Shoals U.S. 25 Business overlaps with S. Greenwood Avenue, which eventually rejoins U.S. 25/Green Acres Drive south of town. From there the highway continues toward Hodges and Greenwood, overlapping with various local roads along the way. U.S. 25 follows Main Street through Greenwood before continuing south to Edgefield. From Edgefield, it continues another twenty-four miles to the city of North Augusta, where the road splits into the modern U.S. 25 and U.S. 25 Business, the latter of which runs through downtown and represents the highway's historic route. Today also known as Georgia Ave., it eventually reaches the Savannah River and passes over a non-historic bridge to reach Augusta, Georgia, where the route is identified as 13th Street.

The paving of U.S. 25 and the creation of the broader federal highway system often had different implications depending on if would-be travelers were Black or white. Motor courts and restaurants popped up along the roadside and provided a greater ease of travel for whites but

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routinely barred African Americans. On the other hand, many Black travelers found that the newly paved roads enabled them to take advantage of the automobile to travel to the North and Mid-West and West. The Great Migration of these families from the South began in the 1910s and continued through the 1950s and 1960s, with the automobile serving as their armament for “challenging prohibitions (of Jim Crow laws) that prevented them from moving, and they began to claim their rights of citizenship.”⁴⁶

In the early 20th century, a number of travel guides emerged to help Black drivers take fuller advantage of the potential mobility offered by the automobile and improved roads like Highway 25. Traveling through or to new areas was often a perilous exercise for African Americans who were unfamiliar with the local customs of segregation, i.e. which businesses and public spaces were considered “white” and which were considered “colored.” African American travel guides contained community-specific lists of businesses like service stations and motels that were known to be safe for Black travelers to patronize, thereby providing African Americans with an invaluable base of local knowledge. The most thorough and popular of such guides was *The Negro Motorist Green Book* which was published from the late 1930s through the 1960s. This guide aided in the motorist’s plan for finding necessities along the road. In the 1938 *Green Guide* there are no entries found in South Carolina or North Carolina along the U.S. 25, but the 1947 guide found tourist homes, hotels, restaurants, beauty parlors, and barber shops in Greenville as well as Asheville, N.C.⁴⁷

⁴⁶ Sorin, *Driving While Black*, 17.

⁴⁷ Victor H. Green with notes by Nat Gertler, *The Negro Motorist Green Book Compendium*, (Camarillo, Ca.: About Comics, 2019). 74, 104, 113, 148.

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Lima (Oh.) *Morning Star and Republican Gazette*

New York (N.Y.) *Times*

Oberlin (Ks.) *Decatur County News*

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Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 41.55

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

Sites are listed from north to south and measured from Google Satellite View

- 1. North Saluda River Bridge, Callahan Mountain Road/County Road 42**
Approx. 123' x 20'
From 35.135449, -82.417265 (Travelers Rest, Greenville Co.)
To 35.135575, -82.416887 (Travelers Rest, Greenville Co.)
- 2. U.S. 25 Frontage Road**

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Approx. 946' x 20'

From 35.085269, -82.446583 (3190 Old U.S. Hwy 25, Travelers Rest, Greenville Co.)

To 35.082786, -82.445987 (Frontage Rd. & Sweet Gum Valley Rd., Travelers Rest, Greenville Co.)

3. Moki Road/Old U.S. 25 Highway

Approx. 1,653' x 20'

From 35.027866, -82.418094 (Travelers Rest, Greenville Co.)

To 35.024223, -82.415335 (Travelers Rest, Greenville Co.)

4. Concrete Bridge on Old Buncombe Road/County Road 280

Approx. 36' x 20'

From 34.950354, -82.443107 (Travelers Rest, Greenville Co.)

To 34.950263, -82.443095 (Travelers Rest, Greenville Co.)

5. Perimeter Road at Augusta Arbor Way

Approx. 93' x 20'

From 34.743180, -82.383157 (Greenville, Greenville Co.)

To 34.742631, -82.383127 (Greenville, Greenville Co.)

6. Augusta Arbor Way at Antioch Church Road

Approx. 1,042' x 20'

From 34.727350, -82.385584 (Piedmont, Greenville Co.)

To 34.724522, -82.386056 (Piedmont, Greenville Co.)

7. Old Augusta Road

Approx. 711' x 20'

From 34.720480, -82.386755 (Piedmont, Greenville Co.)

To 34.718598, -82.387101 (Piedmont, Greenville Co.)

8. Stevens/Turkey Creek Bridge and Road, U.S. Highway 25 at Gilgal Road (two sections)

North section

Approx. 126' x 20'

From 33.893619, -82.024827 (Edgefield Co.)

To 33.893343, -82.024588 (Edgefield Co.)

South section

Approx. 2,179' x 20'

U.S. Highway 25
Name of Property

Greenville Co. & Edgefield Co., SC
County and State

From 33.888898, -82.021953 (Edgefield Co.)

To 33.884951, -82.021663 (Edgefield Co.)

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries of the nominated property conform to the length and width extant stretches of concrete originally used to pave U.S Highway 25, which have not been paved over with asphalt. The boundaries also include the length and width of bridges that may have been repaved but that otherwise retain integrity to the initial development of U.S. 25.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries were selected as they represent the original historic fabric of U.S. Highway 25.

11. Form Prepared By

name/title: Anne Peden, Ph.D.
organization: Fork Shoals Historical Society, Greenville County Historic Preservation Commission
street & number: 221 Sandy Springs Road
city or town: Pelzer state: SC zip code: 29669
e-mail: acpeden07@gmail.com
telephone: 864-483-0062
date: January 13, 2020

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

U.S. Highway 25

Name of Property

Greenville Co. & Edgefield Co., SC

County and State

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: US Highway 25 in South Carolina

City or Vicinity: From the North Carolina state line to the Georgia line at the Savannah River, Greenville and Edgefield

County: Greenville County and Edgefield County

State: SC

Photographer: Anne Peden unless otherwise noted.

Date Photographed: Several dates from June 2019 to February 2020

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 24. Concrete bridge on Callahan Mountain Road near the intersection with Old Augusta Road is dated 1928.

2 of 24. This view of the Callahan Mountain Road concrete bridge dated 1928 is looking west.

3 of 24. Frontage Road just south of Highway 11 interchange looking south. Current US 25 to the right. July 2019

4 of 24. Moki Road looking south was a curve cut off by the current US 25 seen in the background. July 2019

5 of 24. Moki Road looking north across the small concrete bridge toward a 2-story farm house. Rood and chimney seen in the background. July 2019

6 of 24. Moki Road looking south toward US 25 over the small concrete bridge. July 2019

7 of 24. Outbuildings and yard of the farm house. July 2019

U.S. Highway 25

Name of Property

Greenville Co. & Edgefield Co., SC

County and State

8 of 24. Looking west from Old Buncombe Road south of Travelers Rest the view from the 1910 concrete bridge is pastoral. July 2019

9 of 24. Concrete Bridge on Old Buncombe Road/County Road 280. This view south shows the asphalt over the concrete bridge and the farm scene. July 2019

10 of 24. View to the north of the hangars at Donaldson Center Airport in 2019 with U.S. 25 concrete at Perimeter Road in foreground.

11 of 24. Looking south from the hangars at Donaldson Center Airport toward Moonville. June 2019

12 of 24. Old Augusta Road/Augusta Arbor Way looking north toward the Donaldson Air Base. June 2019

13 of 24. Augusta Arbor Way at Antioch Church Road. Looking north, businesses are seen to the east. June 2019

14 of 24. Old Augusta Road looking north from the center of Moonville. Two restaurants on the west and not seen to the east a brick home from the 1930s. June 2019

15 of 24. Old Augusta Road. Detail of expansion joint. June 2019

16 of 24. Old Augusta Road, current state of the concrete. June 2019

17 of 24. Turkey Creek bridge access August 2019.

18 of 24. Turkey Creek bridge looking west to the current US 25 bridge. January 2020.

19 of 24. Turkey Creek bridge looking west to the current US 25 bridge. January 2020.

20 of 24. Turkey Creek/Stevens Creek evidences at least two bridges at this site. The metal pylons are visible in the winter. The opposite concrete bridge is visible to the left. January 2020.

21 of 24. Eastern view of the abandoned Turkey Creek bridge foundations. January 2020

22 of 24. Image showing view from the old US 25 south toward the west at Turkey Creek. The current US 25 bridge foundations with a possible 4th foundation to its western side. January 2020.

23 of 24. US 25 leading to the Turkey Creek bridge to the north has been clear cut since the summer of 2019. In the distance are a deer stand and the current bridge. January 2020.

24 of 24. US 25 south of Turkey Creek, view south from deer stand. January 2020.

U.S. Highway 25

Name of Property

Greenville Co. & Edgefield Co., SC

County and State

Index of Figures

1 of 16. These Dixie Highway Association maps from brochures between 1916 and 1923 show the growth of the system. Accessed from Wikipedia 3.4.2020.

2 of 16. SCDOT plan for typical section of a paved road dated 1924.

3 of 16. This 1927 Greenville News article discusses the construction of this section to North Carolina (Tarheelia) and detouring across the 1820 Poinsett Bridge

4 of 16. SCDOT Plan and Profile dated January 28, 1927, shows the path of U.S. 25 paved road north of Travelers Rest.

5 of 16. This SCDOT plan for the section below Highway 11 is for the Frontage Road remnant.

6 of 16. This drawing was the plan to the right showing the curve in U.S. 25 for Moki Road.

7 of 16. This Plan and Profile from 1929 shows that the bridge over "little creek" to the south/left of the drawing was already paved and the plan is to start at a section after the bridge. This plan was to pave the road into Travelers Rest, SC all the way from Greenville.

8 of 16. Plan and Profile at Perimeter Road and Augusta Arbor Way on SCTAC. 1942

9 of 16. Site 5 This northern view from 1985 of the airplane hangars on Perimeter Road shows the evidence that U.S. 25 originally passed through the Donald Army Air Base. Concrete in the foreground has now been covered in asphalt. Photo by Bob Dicey.

10 of 16. Site 5 Same northern view in 1987. Photo by Bob Dicey.

11 of 16. These 2004 SCDOT plans show that Augusta Arbor Way was paved with asphalt in 2004, but the extension below Antioch Church Road was left in the original concrete

12 of 16. This SCDOT plan drawing from 1942 shows the reroute around the Donaldson Army Air Base leaving the original 1929 U.S. 25 concrete intact at the V.

13 of 16. The plan for this section of U.S. 25 is dated August 2, 1927, and it evidences a change with the use of a longitudinal joint separator. The basic road dimensions as far as width and depth are unchanged.

14 of 16. This drawing shows the sections of U.S. 25 coming north from Edgefield to Turkey Creek.

U.S. Highway 25

Name of Property

Greenville Co. & Edgefield Co., SC

County and State

15 of 16. This and Fig. 15 delineate U.S. 25 concrete sections north of Turkey Creek ca. 1929/30.

16 of 16. Two SCDOT figures delineate U.S. 25 concrete sections north of Turkey Creek ca. 1929/30.

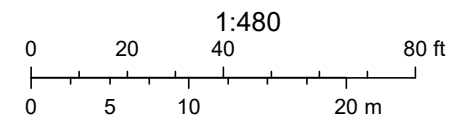
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

North Saluda River Bridge



January 12, 2021



Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS

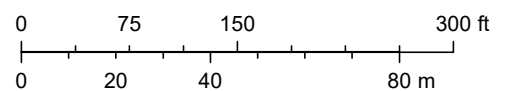
Disclaimer: This Map is not a LAND SURVEY and is for reference purposes only. Data contained in this map are prepared for the inventory of Real Property found within this jurisdiction, and are compiled from recorded deeds, plats, and other public records.

Lauren Kay Road/Frontage Road



January 12, 2021

1:1,600

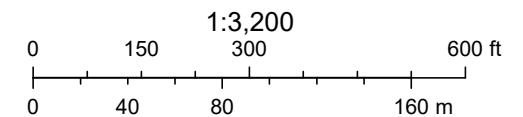


Greenville County GIS Division, Greenville, South Carolina., Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville, South Carolina 29601., Greenville County, South Carolina GIS Division

Moki Road/Old U.S. 25 Highway



January 12, 2021

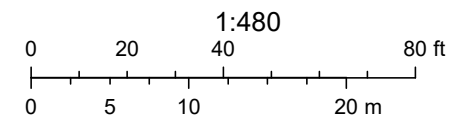


Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS

Concrete Bridge, Old Buncombe Road



January 12, 2021

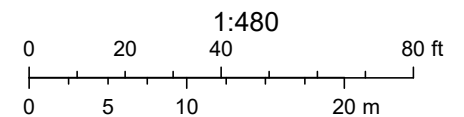


Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS

Perimeter Road at Augusta Way, Donaldson Center Airport



February 25, 2021

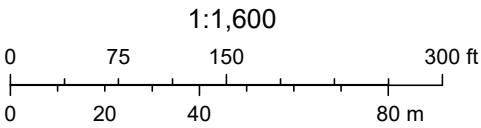


Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville, South Carolina, Greenville County, South

Augusta Arbor Way at Antioch Church Road



February 25, 2021



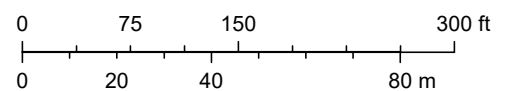
Greenville County GIS Division, Greenville, South Carolina., Greenville County GIS Division, Greenville, South Carolina, Greenville County, South Carolina GIS Division

Old Augusta Road Extension



February 25, 2021

1:1,600



Greenville County GIS Division, Greenville, South Carolina., Greenville County GIS Division, Greenville, South Carolina, Greenville County, South Carolina GIS Division



Stevens/Turkey Creek Bridge and Road, U.S. Highway 25 at Gilgal Road



Overview



Legend

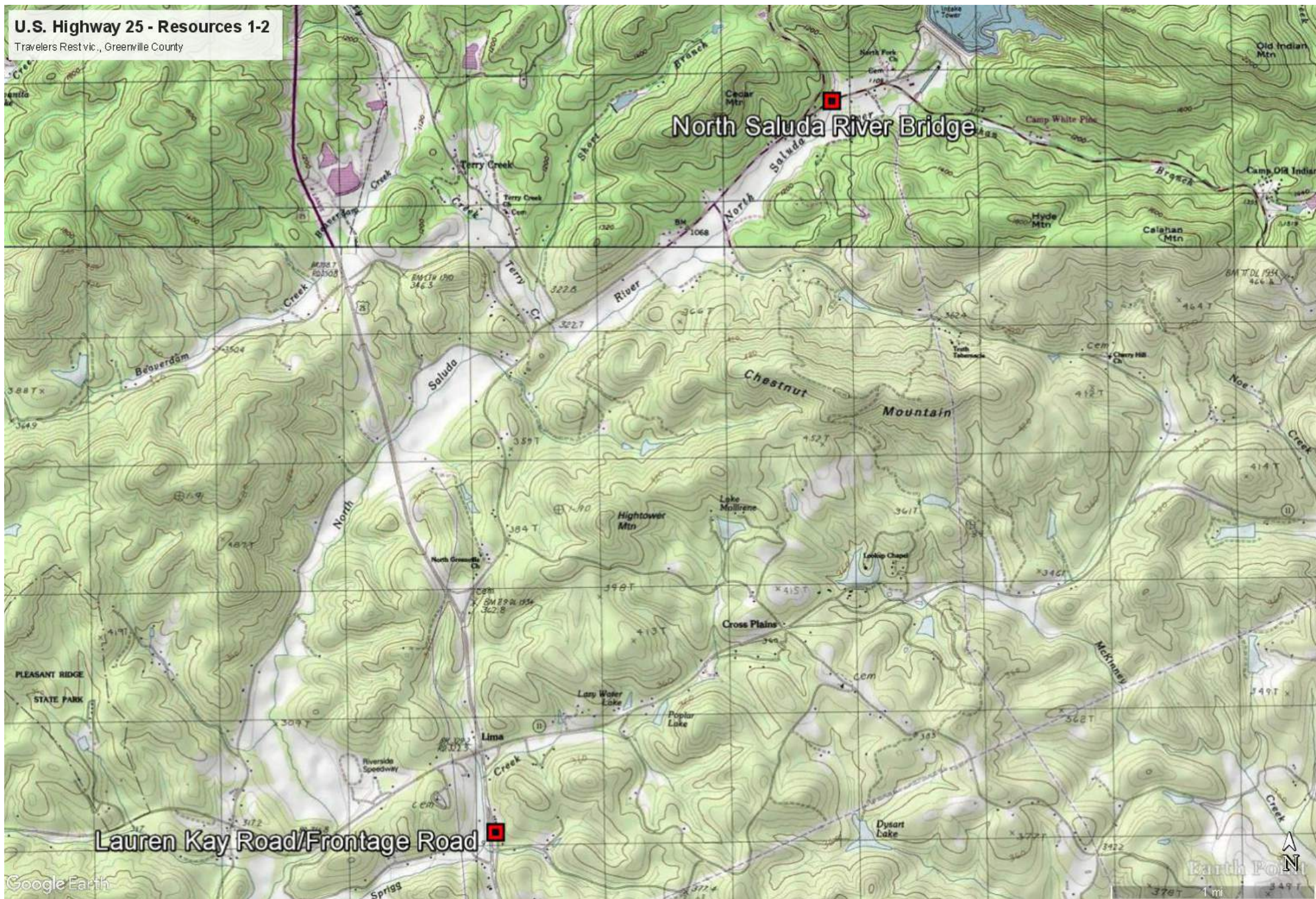
- Parcels
- Parcel Numbers
- Roads
- Edgefield Boundar

Date created: 2/25/2021
Last Data Uploaded: 2/24/2021 8:04:02 PM

Developed by  Schneider
GEOSPATIAL

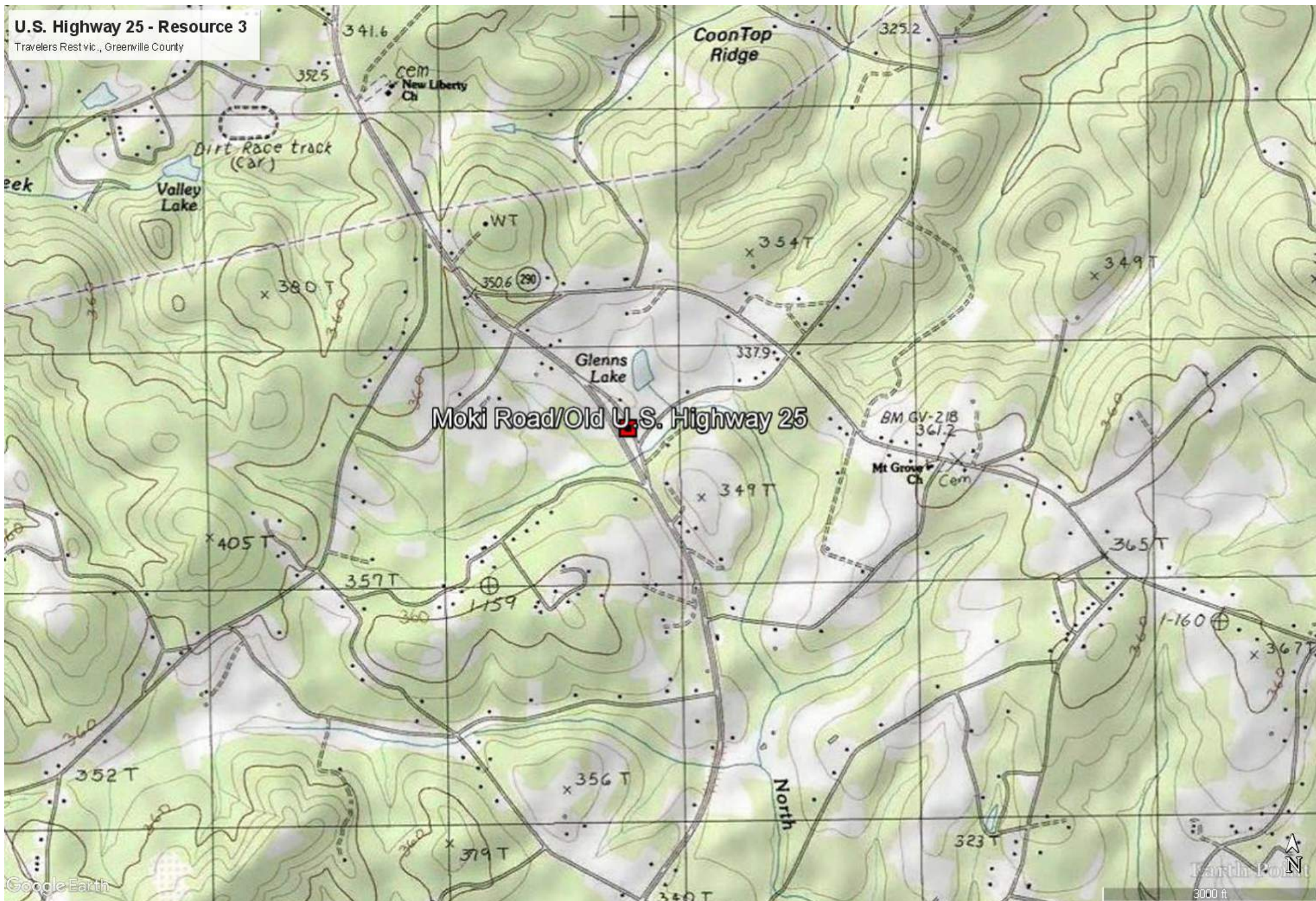
U.S. Highway 25 - Resources 1-2

Travelers Rest vic., Greenville County



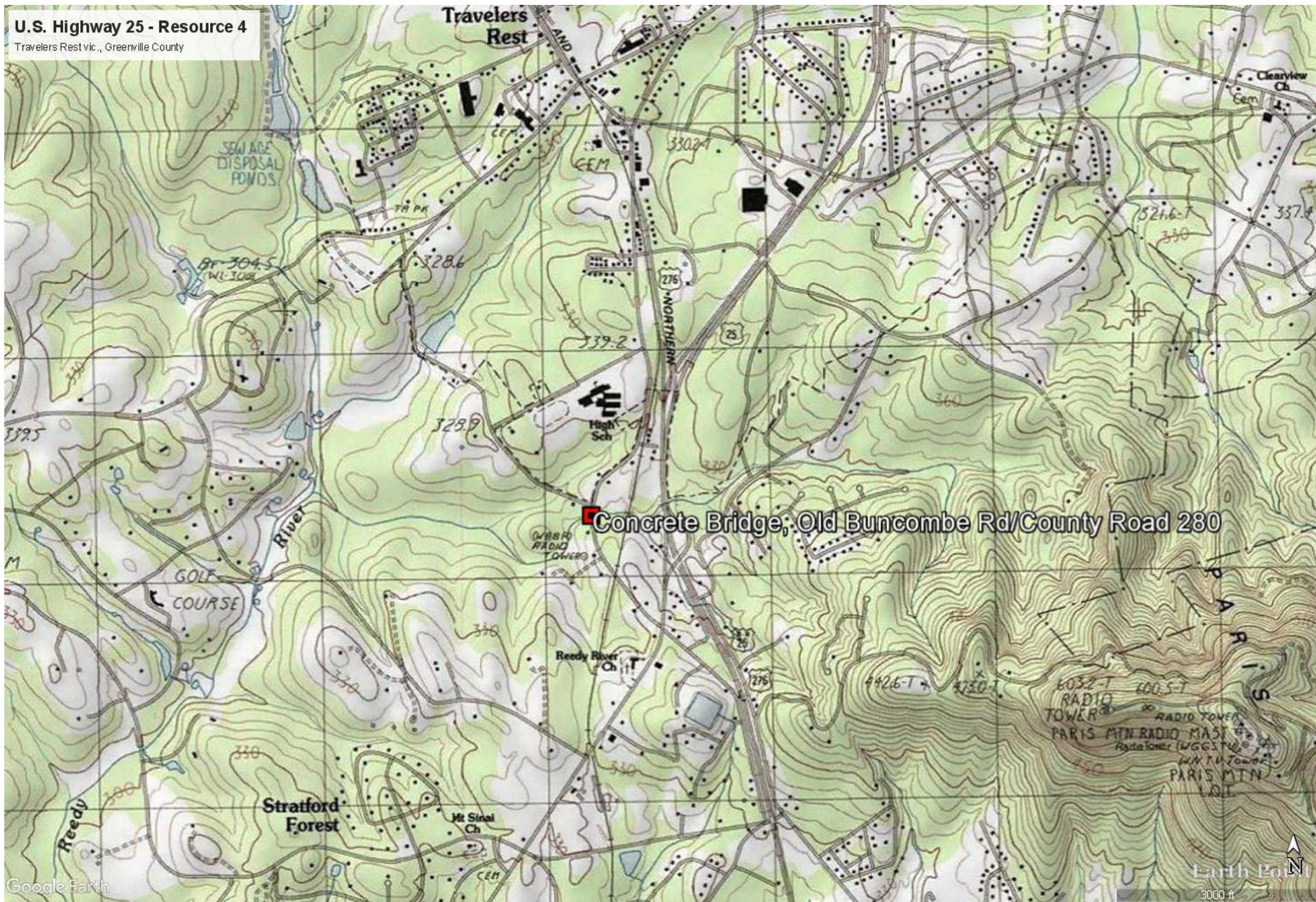
U.S. Highway 25 - Resource 3

Travelers Rest vic., Greenville County



U.S. Highway 25 - Resource 4

Travelers Rest vic., Greenville County



U.S. Highway 25 - Resources 5-7

Greenville vic., Greenville County

Perimeter Road at Augusta Arbor Way, Donaldson Center Airport

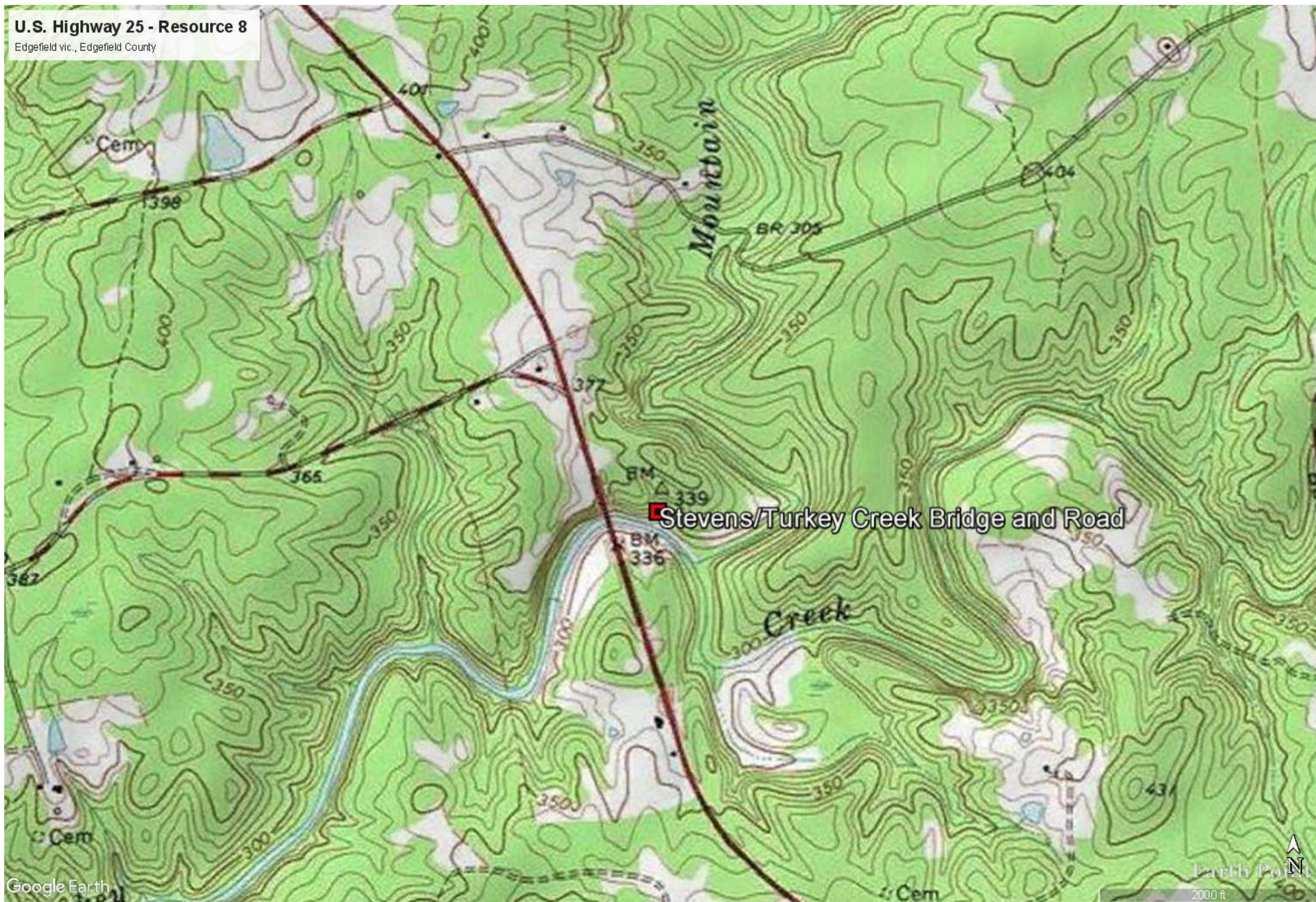
TRAILER
PARK

Augusta Arbor Way at Antioch Church Road

Moonville
Old Augusta Road

U.S. Highway 25 - Resource 8

Edgerfield vic., Edgerfield County







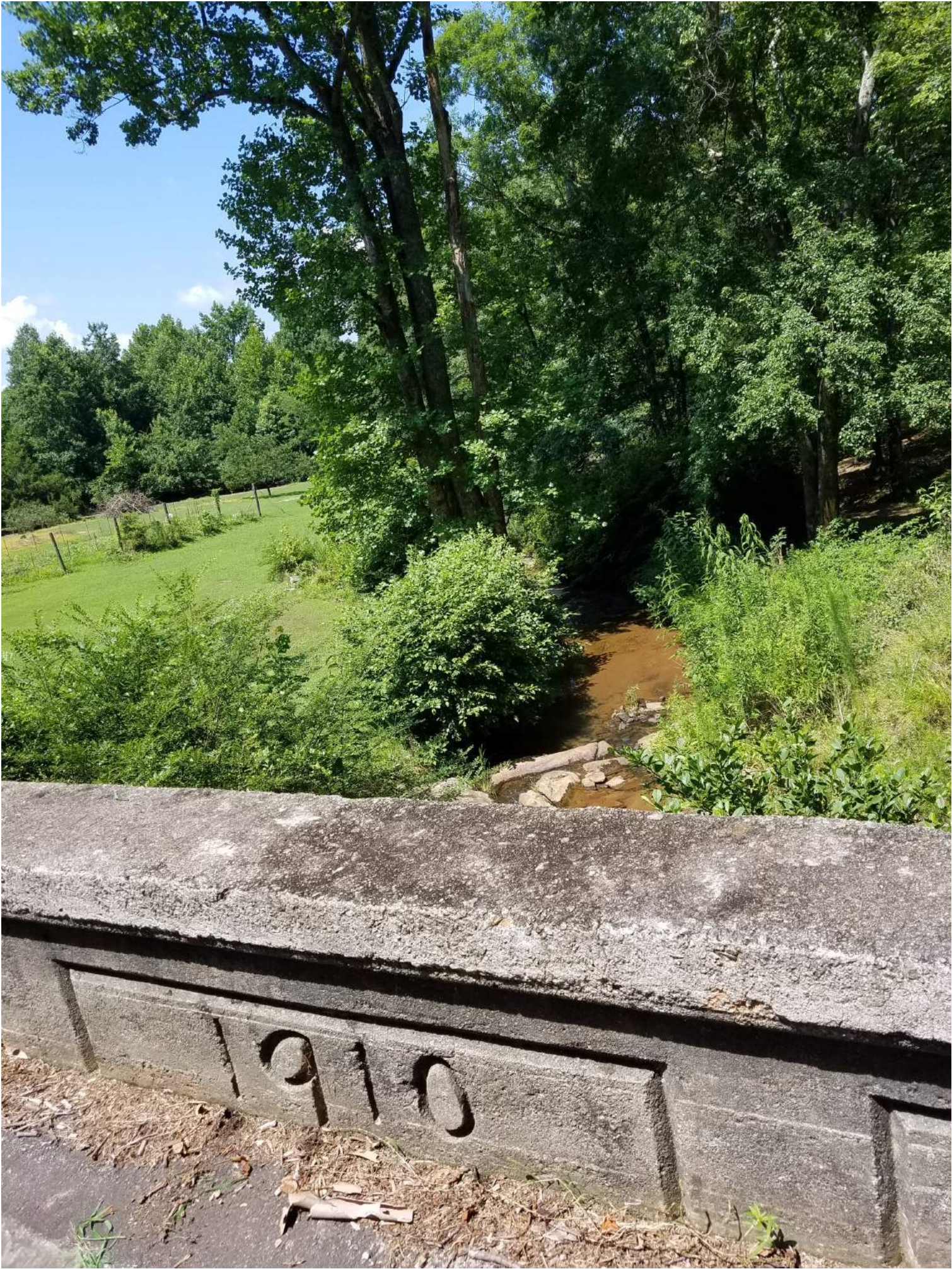














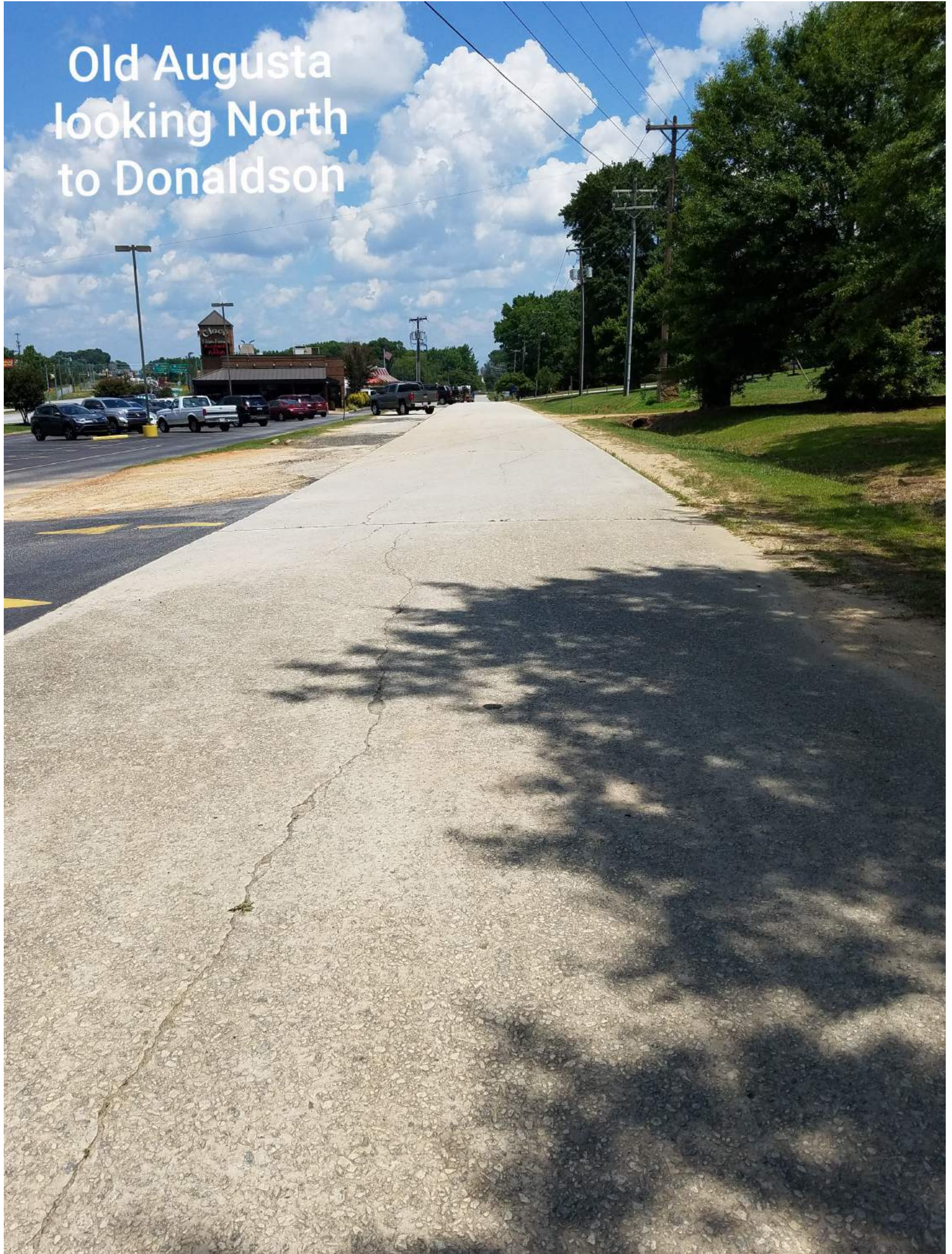








Old Augusta looking North to Donaldson

























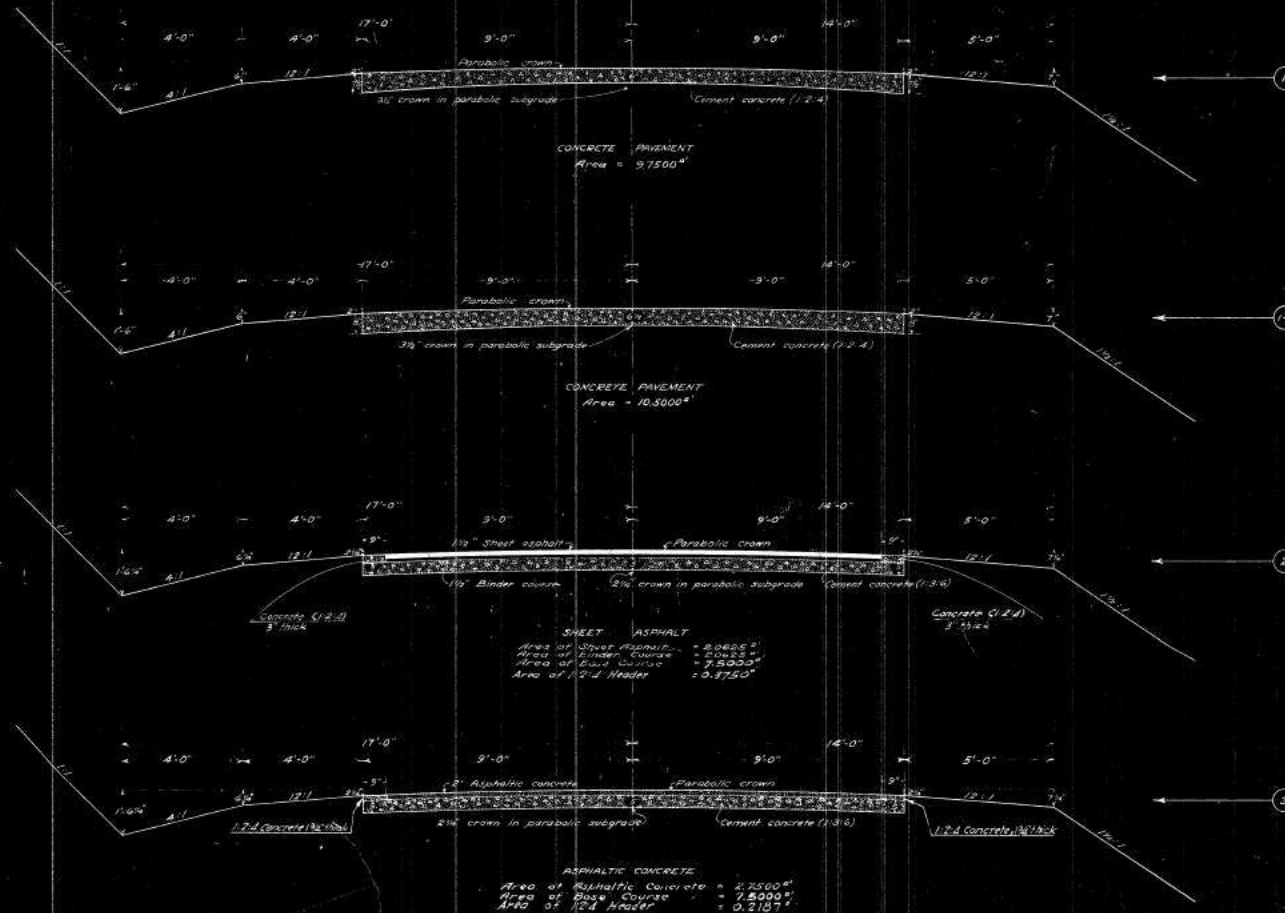
TYPICAL SECTIONS SHOWING VARIOUS TYPES OF SURFACING

S.C. STATE HIGHWAY DEPARTMENT

OCTOBER 4, 1934
SCALE: 1/2" = 1'



FED. ROAD DIST. NO.	STATE	COUNTY	FED. AID PROJ. NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
0	S.C.	Greenville	262	21	2	149



Historic Poinsett Bridge To Be Placed Into Service Again During Buncombe Road Work

OPEN NEWBERRY COLLEGE SHORTLY

Final Plans Being Made For
Start Of Session On Sep-
tember 14

NEWBERRY, Sept. 3.—(Special)—Dr. S. D. Derrick, president of Newberry college, stated to day that Newberry college would open on Wednesday morning, September 14, at 9 o'clock. The principal address will be made by Dr. George B. Cromer, a former president of the institution. For new and conditioned students the college will be open on September 12.

Dr. Derrick is predicting a successful year for Newberry and says that the Freshman class will show a 25 per cent increase over last year's enrollment. The class rooms and buildings are being renovated and are being put in splendid shape for the opening.

Mrs. Ora Davenport, matron and health adviser, has entered upon her duties and the members of the faculty are completing detail preparations for the opening. The first faculty meeting will be held on September 10 at 5 o'clock.

1,000 PRESENT AT REUNION IN YORK

Over 400 Persons At Jackson
Family Gathering Mem-
bers Of Clan

YORK, Sept. 3.—(Special)—Upward of 1,000 persons, 459 of them members of the clan, attended the reunion of the Jackson family of York and nearby counties held today at Bethel Presbyterian church, 11 miles from York. The members of this family are descendants of David Jackson, who came from Great Britain and settled in this part of the country in 1770. The Bible he brought over with him was used in reading the scripture lesson for the occasion.

The exercises of the day were

Work Starts In 10 Days And Detour Will Cross Famous Road Structure

Historic Poinsett bridge in upper Greenville county, built by and named for the state's great statesman and soldier, Joel R. Poinsett, in the early part of the 19th century, will again serve a main artery of traffic soon.

USED ON DETOUR

The bridge will be used on the detour to be opened when grading work on the upper half of the Buncombe road starts within 10 days, it was stated yesterday by E. D. Sloan, Jr., divisional engineer for the State Highway commission.

W. E. Graham, of Mt. Ulla, N. C., contractor awarded the work of grading the upper half of Buncombe road preparatory to paving, will commence work within a week or 10 days, grading the lower half of the project first. That part will be between the present pavement near Trammell's store to Ballenger's store at the lower entrance of wildwood park.

While the main highway is thus blocked, traffic will be detoured to the right, going up, from Maydell around to either Hodge's place of Ballenger's store. That detour will pass Poinsett bridge, which is near the Boy Scout camp, into service again.

STAGE COACH ROUTE

The old and famous bridge was once on the stage coach road and a century ago served the main line of travel through this section. Its designer doubtless did not foresee the day 100 years in the future when hundreds of automobiles daily would pass over his engineering creation.

The Buncombe highway is extensively traveled, and the detour across Poinsett bridge will be placed in good condition to handle the heavy traffic, Mr. Sloan said.

After the lower end of the paving project has been completed, the upper end between Ballenger's store and the North Carolina line will be closed for work. Adequate detours will be provided then, Mr. Sloan stated.

The link between Trammell's place and the North Carolina line is now the only remaining unpaved stretch between Greenville and Tarheelia. Paving of this portion of the highway will not be contracted until next year.

SHEET No. 1		TITLE PAGE	
1	" "	TYPICAL CROSS SECTION OF IMPROVEMENT.	
2		ENDPALLS FOR PIPE CULVERTS	
3		TYPICAL SECTION FOR GUARD RAIL	
4		TYPICAL SECTION FOR SUPERELEVATION	
5		ROAD ADJ. MARKERS	
7-1		PLAN & PROFILE	STA 6+00 TO 6+41+50.7
12		12+17.00	REIN. CONC. BOX CULV. STA. 1390+00
13		G.C. & 50'	350+65
14		14+10.00	363+75
15		G.C. & 50'	391+20
16		16+10.00	418+25
17		17+10.00	432+47
18		18+10.00	459+70
23-16		CROSS SECTION SHEET	STA 6+00 TO 6+41+50.7

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

No. 254-A

GREENVILLE COUNTY
ROUTE NO. 2 ABOVE TRAVELERS REST

SCALES, PLAN AND PROFILE. 1 INCH = 100 FEET HORIZONTAL; 1 INCH = 10 FEET VERTICAL

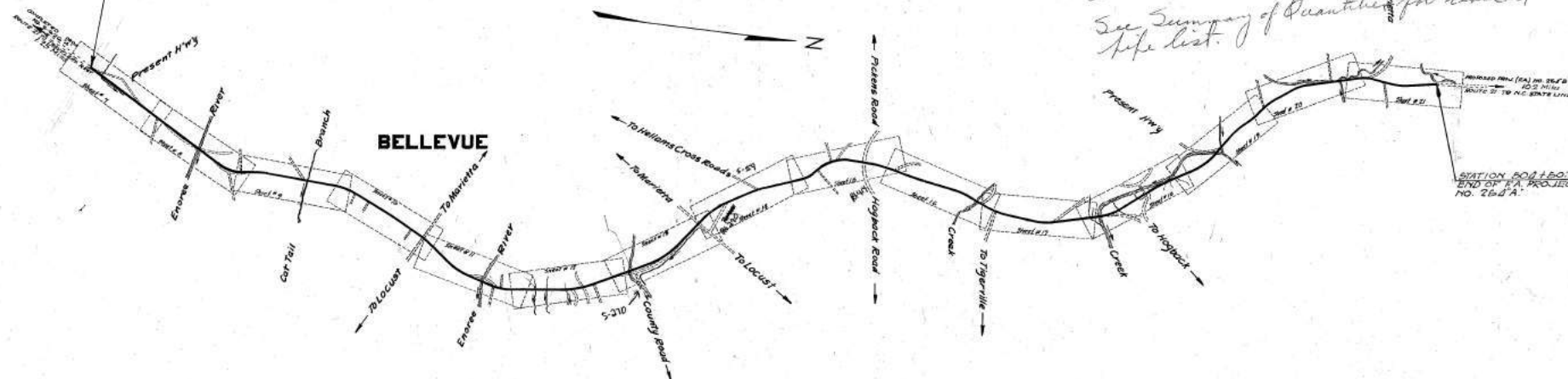
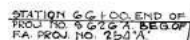
FED. ROAD DIST. NO.	STATE	COUNTY	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	S. C.	GREENVILLE	254-A	1926	1	76

SUMMARY OF ESTIMATED QUANTITIES										
STATION	SHEET NO.	ITEM	CONCRETE (CYCLE YARDS)			REBAR (LBS)	EARTHWORK (CU YDS)		PAVED (LINEAL FEET)	
			SLAB "1"	SLAB "3"	SLAB "7"		EXCAV	EMB	PAVED	STREETED
A INDIVIDUALS FOR PIPE CULVERTS			107.84			57.84	180			
1999/10	11 & 12	12"x12" HD REIN CONC BOX CULV.	1091			1037	204			
3909/103	18 & 19	6"x6" x 56 "	518			5623	68			
3911/75	18 & 18	24" x24" x 18 "	70			890	183			
3909/10	18 & 18	6"x6" x 36 "	405			2187	68			
3191/55	18 & 18	24" x 6" x 58 "	368			3108	40			
3911/75	19 & 21	24" x 6" x 58 "	489			5021	50			
3911/70	21 & 18	8"x8" x 58 "	173			1250				
TOTAL PIPE FOR CULVERTS			TOTALS			4308	978			
SEE	CONCRETE BAR	STEELING CULV	REIN. (PDS)	TOTALS		4308	978			
1"	24" LINEAL FEET	LINEAL FEET	100	TOTAL REBAR (LBS)		5784	180			
1"	6" "	6" "	116	TOTAL EXCAVATION OR ELEVATION		12517	68			
1"	6" "	6" "	171	TOTAL EXCAVATION (CUBIC YD)		5193	183			
1"	6" "	6" "	68	TOTAL ASPHALT, CONCRETE		5535	68			
1"	6" "	6" "	68	TOTAL CLEARING & GRUBBING WITHIN R/W		4308	978			
1"	6" "	6" "	68	TOTAL DRAIN GROUT, SUBFACING		5784	180			
1"	6" "	6" "	68	TOTAL DRAIN, REPAIRS & PAVER, GRADE		5784	180			

* Alternate Bids to be received.
* Does not include rock.

*Note: All fills 12" or more in depth shall be rolled in accordance with SECTION 16 of the road specifications.
All sections of pavement, where part is in cut and part is on new fill, shall be reinforced transversely with 1/2" bars placed 12" C. to C.*

Note there is a 4x5 Galvalut at Sta. 76 in place of
pipe line shown on App. 3rd long increase
Loc 23 Steel 1800 App. 3rd long increase
See Summary of Quantities for revised
pile list.



CONVENTIONAL SIGNS

State Line		Trailway Pole	
County Line		Power Pole	
City or Town Limits		Telephone or Telegraph Pole	
Property Line		Marsh	
Fence		Trees	
Retaining Wall		Brush	
Existing Road		Bumps	
6 and P.O.W. Lines of		Shells	
Proposed Road		Bridge	
Railroad		Concrete Box Culvert	
Leaves or Embankment		Pipe Culvert	
Guard Rail		Drop Inlet and Culvert	
Point of Intersection (P. I.)		Hub on Center Line	

LAYOUT

Scale: 1 inch = 1500 ft.

Gross Length of Project	=	8.305	Miles
Exceptions	=	0.000	Miles
Net Length of Project	=	8.305	Miles

Equities in Shipment
NONE

Note: All workmanship and material in this project to conform with South Carolina State Highway Department Specifications, Contract and Bond for Roads and Culverts, revised May 1st, 1921 and for Bridges, revised Dec. 1st, 1922, as amended and approved by the U. S. Secretary of Agriculture.

APPROVED: *hasthmoor* DATE: 1-28-80
STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL _____ DATE _____

[illegible]

14

RECOMMENDED FOR APPROVAL	DATE

1. *Journal of Management Studies*, 1990, 27, 1, 1-14.

CHIEF ENGINEER-BUREAU OF PUBLIC WORKS

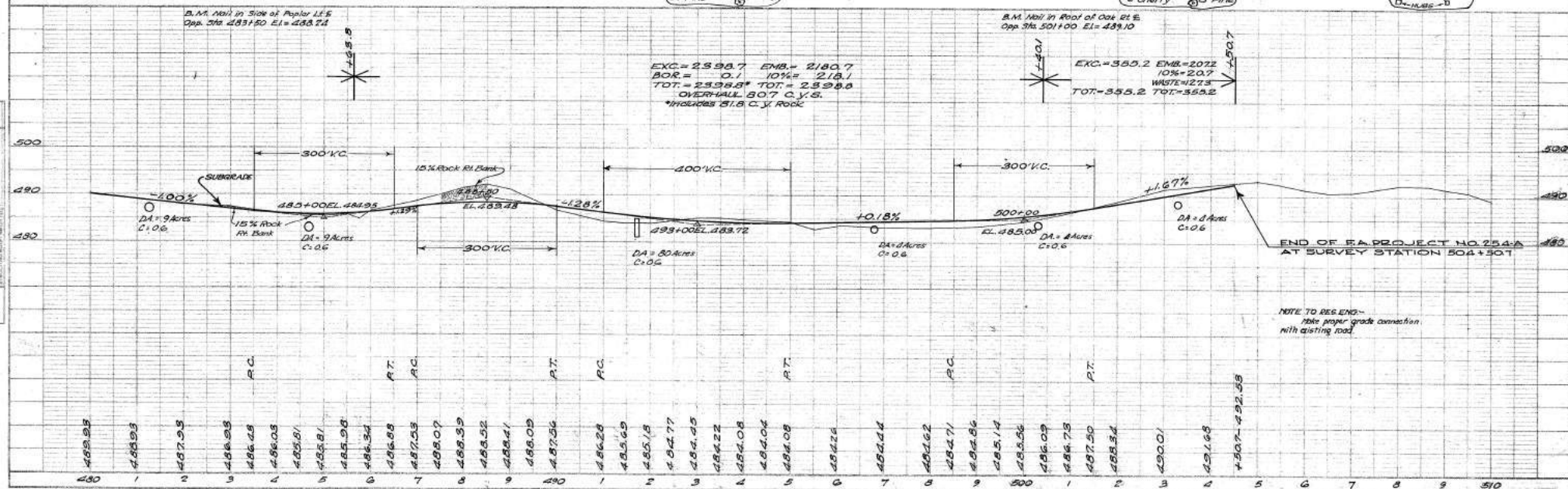
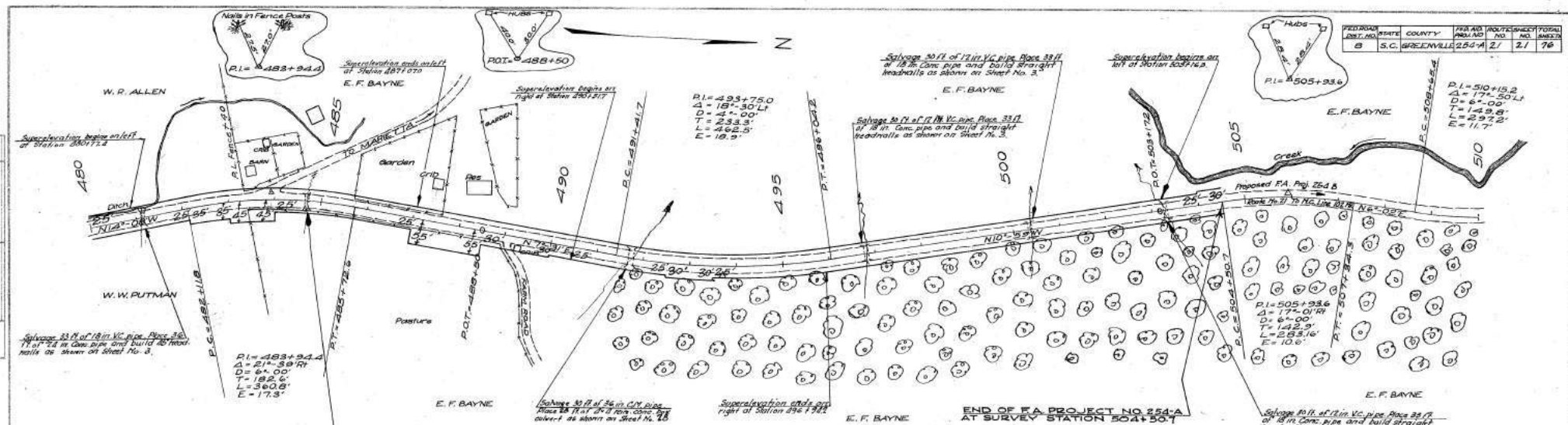
APPROVAL _____ DATE _____

100

DIRECTOR - Bureau of Public Health

PLAN	REVISION	DATE	BY	CHK
1	1	10/1/76	W. R. ALLEN	
2	2	10/1/76	W. W. PUTMAN	
3	3	10/1/76	W. R. ALLEN	
4	4	10/1/76	W. R. ALLEN	
5	5	10/1/76	W. R. ALLEN	
6	6	10/1/76	W. R. ALLEN	
7	7	10/1/76	W. R. ALLEN	
8	8	10/1/76	W. R. ALLEN	
9	9	10/1/76	W. R. ALLEN	
10	10	10/1/76	W. R. ALLEN	

PROFILE	REVISION	DATE	BY	CHK
1	1	10/1/76	W. R. ALLEN	
2	2	10/1/76	W. W. PUTMAN	
3	3	10/1/76	W. R. ALLEN	
4	4	10/1/76	W. R. ALLEN	
5	5	10/1/76	W. R. ALLEN	
6	6	10/1/76	W. R. ALLEN	
7	7	10/1/76	W. R. ALLEN	
8	8	10/1/76	W. R. ALLEN	
9	9	10/1/76	W. R. ALLEN	
10	10	10/1/76	W. R. ALLEN	

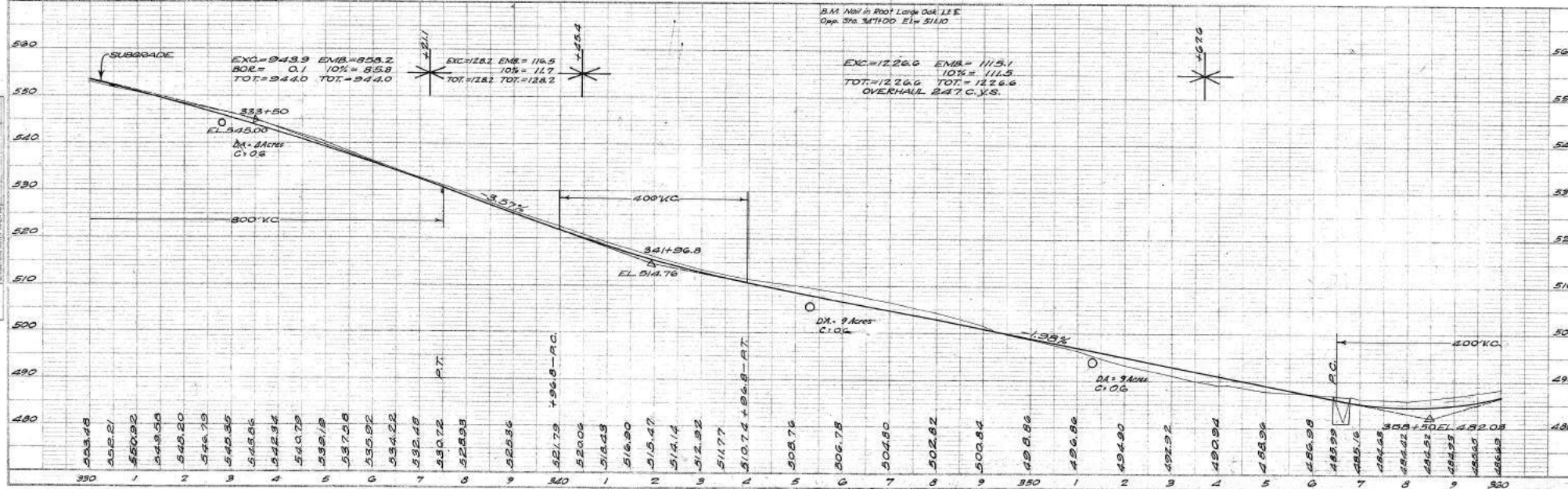
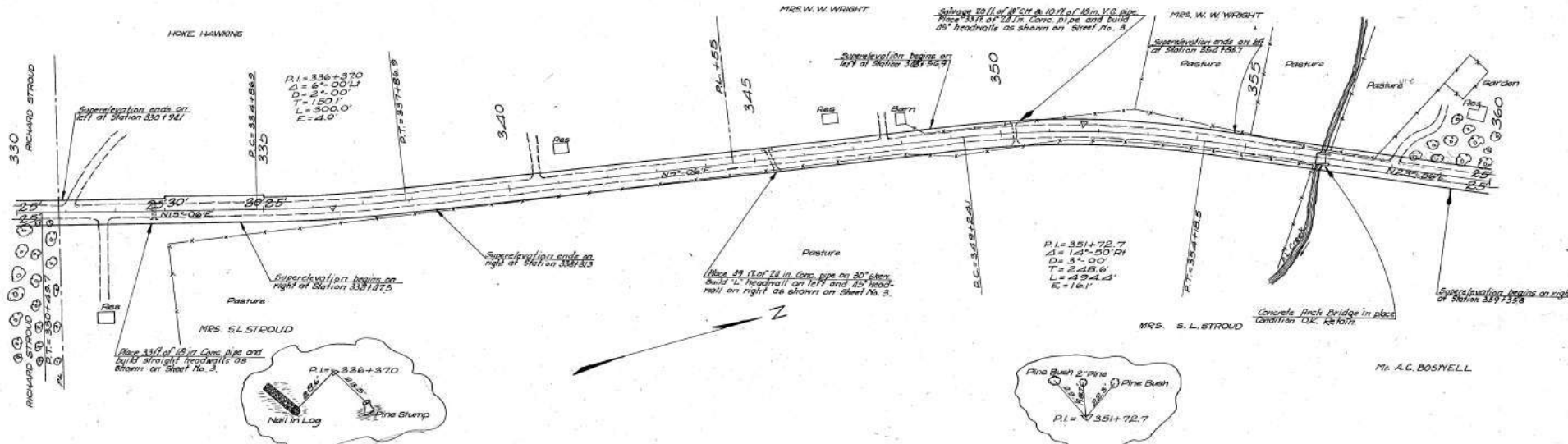


NOTE TO REG. ENG.-
Take proper grade connection
with existing road.

PLAN	DATE	BY	CHKD
PLAN	11/24	W. W. WRIGHT	W. W. WRIGHT
DATE	11/24		
BY	W. W. WRIGHT		
CHKD	W. W. WRIGHT		

PROFILE	DATE	BY	CHKD
PROFILE	11/24	W. W. WRIGHT	W. W. WRIGHT
DATE	11/24		
BY	W. W. WRIGHT		
CHKD	W. W. WRIGHT		

FED. DIST. NO.	STATE	COUNTY	FED. RD. NO.	ROUTE	SECTION	TOTAL
8	S.C.	GREENVILLE	234	21	16	75



PLAN-PROFILE

SHEET No.	TITLE & DATE
" "	" TYPICAL CROSS SECTION OF IMPROVEMENT.
" "	" 3 ENDS WALLS FOR PIPE CULVERTS.
" "	" 4 SECTION SHOWING SUPERELEVATION OF CURVES.
" "	" GUARD RAIL
" "	" PLAN & PROFILE DATA FROM STA. 18+165 TO STA. 19+000
" "	" 7-8 " " " 18+185 " 60+00
" "	" 9-10 " " " 60+00 " 50+00
" "	" 11 " " " 50-00 " 120+00
" "	" 12 " " " 120-00 " 150+00
" "	" 13 " " " 150-00 " 178+485
" "	" 14 12'x12' BOX CULVERT AT STA. 21+85.5 - 120-77
" "	" 15 4'-6" CONCRETE BOX CULVERT AT STA. 67+90
" "	" 16 6'-0" CONC. BOX CULVERT AT STA. 68+30
" "	" 17 TO 32 CROSS SECTIONS STA. 90+00 TO STA. 98+485

SHEET No. 1 TITLE PAGE
" 2 TYPICAL CROSS SECTION OF IMPROVEMENT
" 3 DETAIL OF SUPERELEVATION
" 4-11 PLAN AND PROFILE STA. 0+00 TO STA. 178+48.3

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

GREENVILLE COUNTY

FROM END OF PRESENT PAVEMENT EXTENDING N'W'LY TO TRAVELERS REST

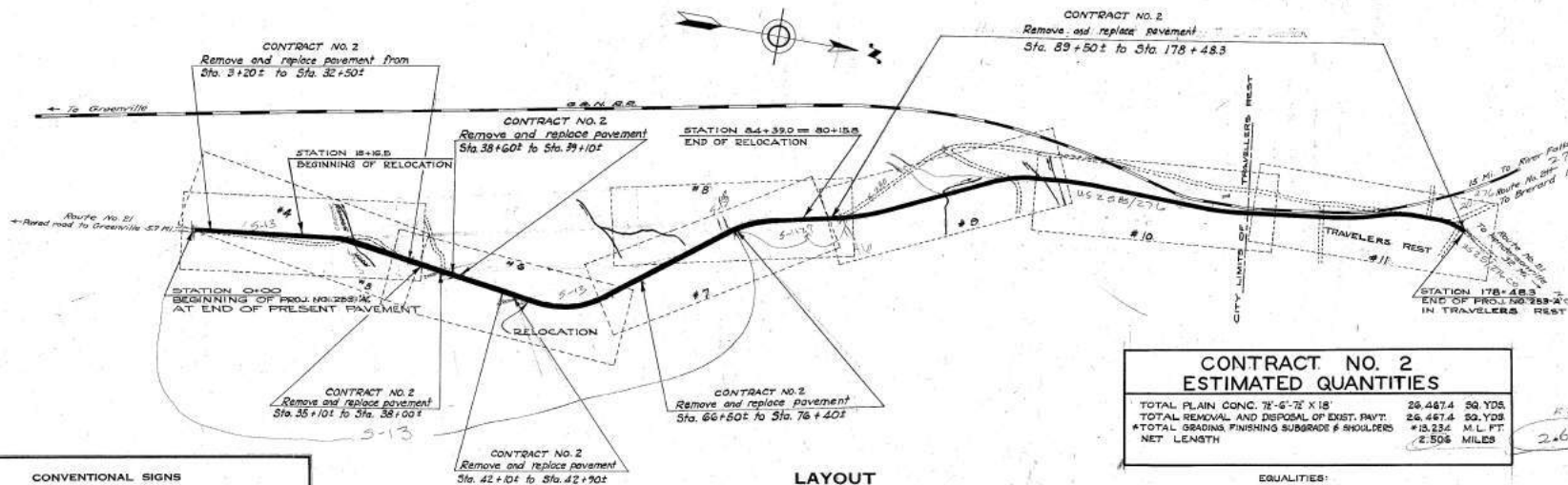
SCALES: PLAN AND PROFILE, 1 INCH = 100 FEET HORIZONTAL; 1 INCH = 10 FEET VERTICAL

FED. ROAD DIST. NO.	STATE	COUNTY	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEET
0	S. C.	GREENVILLE	253-A		1	11

SUMMARY OF ESTIMATED QUANTITIES

[illegible]

"Total construction does not include 2000 ctyds. of rock.
"None."
"Furnish bids are to be received on September."



State Line	_____	Trolley Poles	•••••
County Line	_____	Power Poles	•••••
City or Town Limits	_____	Telephone or Telegraph Poles	•••••
Property Line	_____	Manhole	⊗
Retaining Wall	_____	Tree	⊗
Culving Road	_____	Brush	⊗
E and/or W Line of	_____	Stump	⊗
Proposed Road	_____	Bridge	⊗
Railroad	_____	Concrete Box Culvert	⊗
Level Embankment	_____	Steel Culvert	⊗
Guard Rail	_____	Drop Inlet and Culvert	⊗
Point of Intersection (P. 12)	_____	Hub on Center Line	⊗

PROPOSED PROJECT
ROADS OTHER THAN PROJ

Scale: 1 inch = 800 feet

Gross Length of Project	3.250	Miles
Exceptions	NONE	Miles
Net Length of Project	3.250	Miles

Note: All workmanship and material on this project to conform with South Carolina State Highway Department Specifications, Contract and Bond, for Roads and Culverts, revised May 1st, 1921 and for Bridges, revised Dec. 1st, 1921, as amended and approved by the U. S. Secretary of Agriculture.

TOTAL PLAIN CONC. 78'-6"-72' X 18'	26,467.4	SQ. YD.
TOTAL REMOVAL AND DISPOSAL OF EXIST. PAVT.	26,467.4	SQ. YD.
*TOTAL GRADINGS, FINISHING SUBGRADE & SHOULDERS	*13,234	M.L.F.
NET LENGTH	2.506	MILES

EQUALITIES:
 $570, 96 + 25.4 = 310, 97 + 00$

* To include all necessary Excavation and Embankment

The following Stations have been added to Contract #2

0+00 -	0+40	=	80	sq. yds.	S Use data
3+10 -	3+20	=	40	" "	
33+00 -	34+75	=	350	" "	
25+05 -	25+10	=	5	" "	
38+00 -	38+45	=	296	" "	
42+70 -	42+75	=	10	" "	
65+20 -	66+50	=	260	" "	
Total Extra = 1066. "					

CONTRACT NO. 2

APPROVED *P. Thompson* DATE 5-13-29
STATE HIGHWAY ENGINEER

APPROVED RELOCATION -
STA 18116.0 - STA 20115.0

DATE 3-12-25

APPROVED *[Signature]* DATE *12-24-20*

RECOMMENDED FOR APPROVAL _____ DATE _____

DISTRICT ATTORNEY - BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL _____ DATE _____

COPIES ENCLOSED _____

9 APPROVED DATE

RECEIVED: 12/1/93

SHEET No. 1 TITLE PAGE

- # " 16 4'X6'X 48' REINFR. CONC. BOX-CULV. STA 176+20
" 17 4'X6'X 126' " " " " 161+30
" 18 6'X6'X 126' " " " " 201+88
" 19-87 CROSS-SECTIONS STA 91+09 TO STA. 311+83.8

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

U.S. ROUTE NO. 25

RELOCATION AT GREENVILLE AIR BASE

5 omitted
See R/W letter
4-13-92

SUMMARY OF ESTIMATED QUANTITIES											
STATION	SHEET NO.	ITEM	CONCRETE		REINF. STEEL	BRICK	PAVEMENT		DIP	REMARKS	
			CU YDS.	SQ. YDS.			CU YDS.	SQ. YDS.			
—	3	ENDWALLS FOR PIPE CULVERTS		19.53	700						
10+00	10-10	6"x6"x15' RC BOX CULVERT	73.50		1157	115					
10+10	10-10	6"x6"x15' RC BOX CULVERT	31.51		2699	35					
10+18	10-10	6"x6"x15' RC BOX CULVERT		109.12	1867	25					
TOTAL PIPE FOR CULVERTS			214.13		2924	225					
TOTAL			214.13		2924	225					
TOTAL CLEARING AND GRUBBING WITHIN ROW											
TOTAL CLEARING AND GRUBBING OF BURNED AND MATERIAL PITS											
TOTAL UNCLASSIFIED EXCAVATION											
TOTAL DRAINAGE											
TOTAL SELECTED MATERIAL FOR SHOULDER AND FLORET											
TOTAL 8" x 48" x 8" CONCRETE PAVEMENT											
TOTAL DRAIN INLET (6" x 15")											
TOTAL CEMENT RUBBLE MASONRY											
TOTAL											

† Includes 2240 C.Y. for ditches and ramps.
 ‡ Includes 35087 C.Y.H.M. on roadway materials.
 † Includes 10% or any extra material necessary. See special provisions.



Scale: 1 inch = 1200 feet

Exercises on Statistics

CONVENTIONAL SIGNS

State Line	.....	Trailer Poles	.....
County Line	.....	Power Lines	.....
City or Town Limits	.....	Telephone or Telegram Poles	.....
Proposed Line	.....	Marsh	.....
Fence	.....	Trees	.....
Returning Wall	.....	Bush	.....
Center Road	.....	Buildings	.....
Proposed Road	.....	Bridge	.....
Railroad	.....	Concrete Box Culvert	.....
Grade Road	.....	Box Culvert	.....
Grade Road	.....	Drop Inlet and Culvert	.....
Point of Intersection (P. 13)	.....	Hub on Center Line	.....

PROPOSED PROJECT	
OTHER ROADS	

APPROVED

C. R. McMillan
STATE HIGHWAY ENGINEER
DATE 3-12-42

RECOMMENDED FOR APPROVAL

DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
AGRAHABAD, INDIA

APPROVED:

CONSIGLIERE
PUBBLICAZIONE





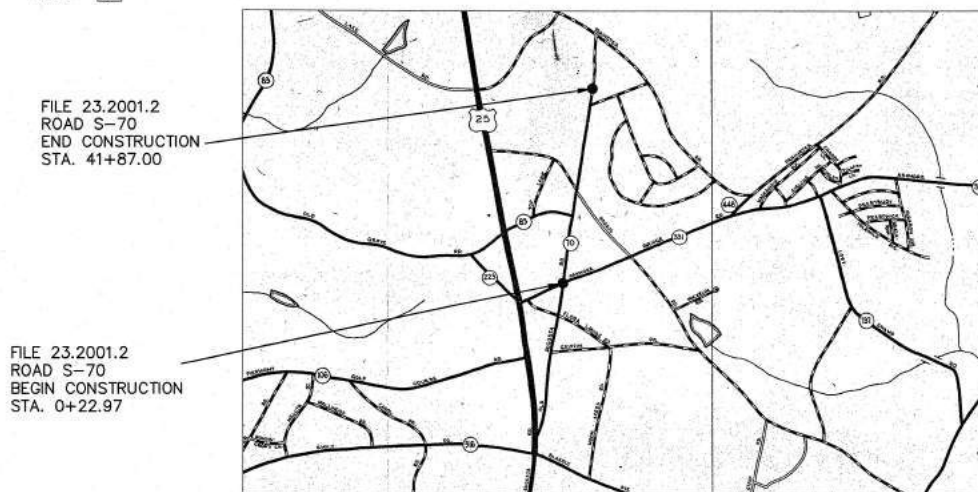
FIG. NO.	STATE	COUNTY	FILE NO.	PROJ. NO. (FBI)	PROJ. NO. (CT)	PROJECT NO.	ROAD NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	GREENVILLE	23.2001.2	27465	27309	HMP-HMP (202)	S-70	1	31

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION PLANS FOR INTERSECTION IMPROVEMENTS GREENVILLE COUNTY

FILE 23.2001.2 PROJECT NO. HMP-HMP (202) ROAD S-70 OLD AUGUSTA ROAD

SHEET #	DESCRIPTION	SHEET TOTALS
1	TITLE SHEET	1
2	SUMMARY OF ESTIMATED QUANTITIES	1
3	TYPICAL SECTIONS	1
4	RIGHT-OF-WAY DATA SHEET	1
5-8	RIGHT-OF-WAY STRIP MAP	4
9	MOVING ITEMS SHEET	1
10	REFERENCE DATA SHEET	1
11	GENERAL CONSTRUCTION NOTES	1
12-15	PLAN AND PROFILE SHEETS	4
16	EROSION CONTROL DATA SHEET	1
17-18	EROSION CONTROL SHEETS	2
19-31	CROSS SECTIONS	13
TOTAL		31



LAYOUT
SCALE: 1 INCH = 1200 FEET

TRAFFIC DATA			
2000	ADT	4,500	
2020	ADT	7,410	
TRUCKS 2%			

	S-70		TOTAL MILES
NET LENGTH OF ROADWAY	0.793		0.793
NET LENGTH OF BRIDGE			
NET LENGTH OF PROJECT	0.793		0.793
NET LENGTH OF EXCEPTIONS			
GROSS LENGTH OF PROJECT	0.793		0.793

NOTE: ALL WORKMANSHIP AND MATERIALS ON THIS PROJECT TO CONFORM WITH SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (LATEST EDITION), AND BOOK OF STANDARD DRAWINGS FOR ROAD CONSTRUCTION (LATEST PUBLISHED ENGLISH VERSION).

	INITIAL	DATE	CHECKED BY	DATE
PSE PLANS	WNH	5/20/02		5/24/02
RIGHT-OF-WAY PLANS	WNH	8/19/02		8/26/03
FINAL CONSTRUCTION PLANS	WNH	12/17/03		12/17/03

3 DAYS BEFORE DIGGING IN
SOUTH CAROLINA
CALL 1-800-922-0983
PALMETTO UTILITY PROTECTION SERVICE

NPDES PERMIT INFORMATION

NPDES Disturbed
Area = 2.6 Acres

Approximate Location of Roadway is:

Longitude 82° 23' 05"
Latitude 34° 43' 38"

GREENVILLE COUNTY
TRANSPORTATION COMMITTEE
PROGRAM MANAGER

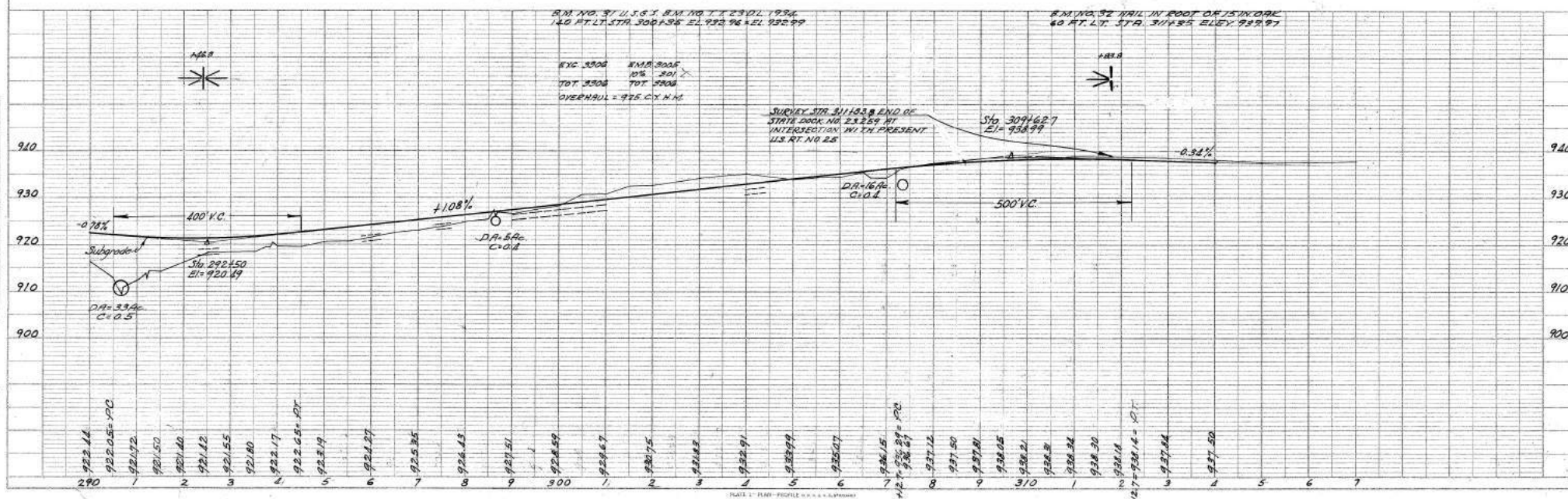


CONSULTANT - PROJECT ENGINEER



FOR RIGHT OF WAY: 8/26/03
FOR CONSTRUCTION:

PLAN	DATE	BY	DATE
WIRE BOOK			
NO			
SURVIVED			
PLANTING			
ADJUTANT GENERAL			
ST. OF WAF CHECKED			



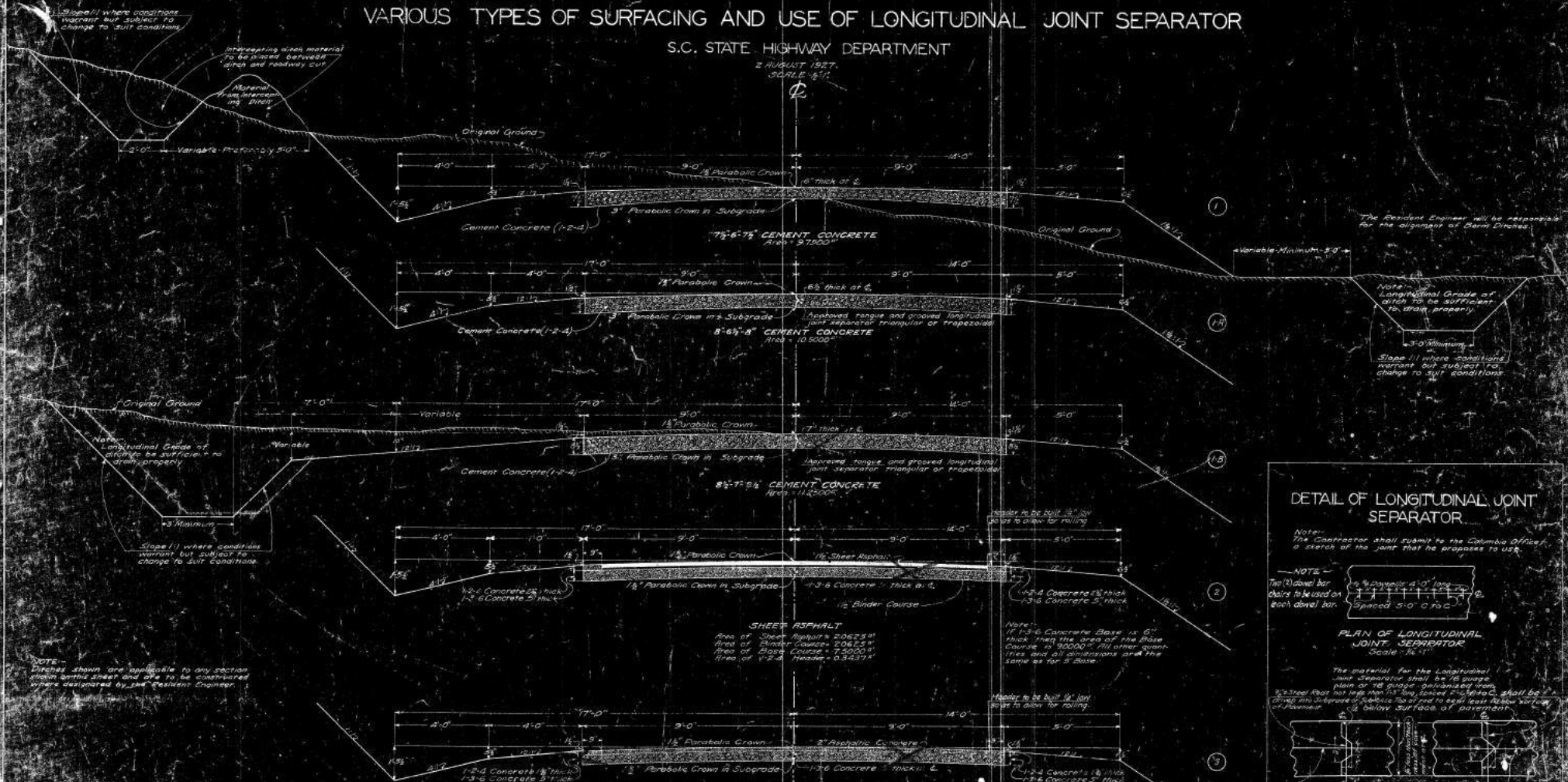
SHOWING

S.C. STATE HIGHWAY DEPARTMENT

2 AUGUST 1927

FILE
C

FED. ROAD DIST. NO.	STATE	COUNTY	FED. AID PROJ. NO.	ROUTE NO.	SHEET #	TOTAL SHEETS
8	S. C.	Florence	220-198	0525	2	61



DETAIL OF LONGITUDINAL JOINT
SEPARATOR

*Note:-
The Contractor shall submit to the Columbia Office
a sketch of the joint that he proposes to use.*

NOTE: Two (2) dowel bar chairs to be used on each dowel bar.

PLAN OF LONGITUDINAL
JOINT SEPARATOR
Scale - 1/4" = 1'

The material for the Longitudinal

The material for the Longitudinal Joint Separator shall be 16 gauge plain or 18 gauge galvanized iron or steel rods not less than 1/3" long spaced 2' C to C, shall be driven into Subgrade or Subbase Top of road to be at least 4" below surface of pavement.



1/2 Dowells 4'0" long spaced 3'0" C to C
Dowells to be deformed steel bars
**CROSS SECTIONS OF ALTERNATE TYPES OF
LONGITUDINAL JOINT SEPARATORS**

NOTE -
Ditches shown are applicable to any section
shown on this sheet and are to be constructed
where designated by the Resident Engineer.

SHEET ASPHALT

Note:-
If 1-3-6 Concrete Base is 6" thick then the area of the Base Course is 90000". All other quantities and all dimensions are the same as for 5" Base.

Header to be built 1/8" b
so as to allow for rolling

Note -
If 1.5" 6" Corrugated Base is 6"
thick then the area of the
Base Course is 90000^{sq}. All
other quantities and all dimen-
sions are the same as for 5.5 Base

PLAN	SECTION	DATE	BY	CHECKED
1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30
31	32	33	34	35
36	37	38	39	40
41	42	43	44	45
46	47	48	49	50
51	52	53	54	55
56	57	58	59	60
61	62	63	64	65
66	67	68	69	70
71	72	73	74	75
76	77	78	79	80
81	82	83	84	85
86	87	88	89	90
91	92	93	94	95
96	97	98	99	100

PROFILE	SECTION	DATE	BY	CHECKED
1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30
31	32	33	34	35
36	37	38	39	40
41	42	43	44	45
46	47	48	49	50
51	52	53	54	55
56	57	58	59	60
61	62	63	64	65
66	67	68	69	70
71	72	73	74	75
76	77	78	79	80
81	82	83	84	85
86	87	88	89	90
91	92	93	94	95
96	97	98	99	100

FED ROAD DIST NO.	ROUTE	COUNTY	FED AID ROUTE NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
8	5C	EDGEMFIELD	21-R	US25	23	63

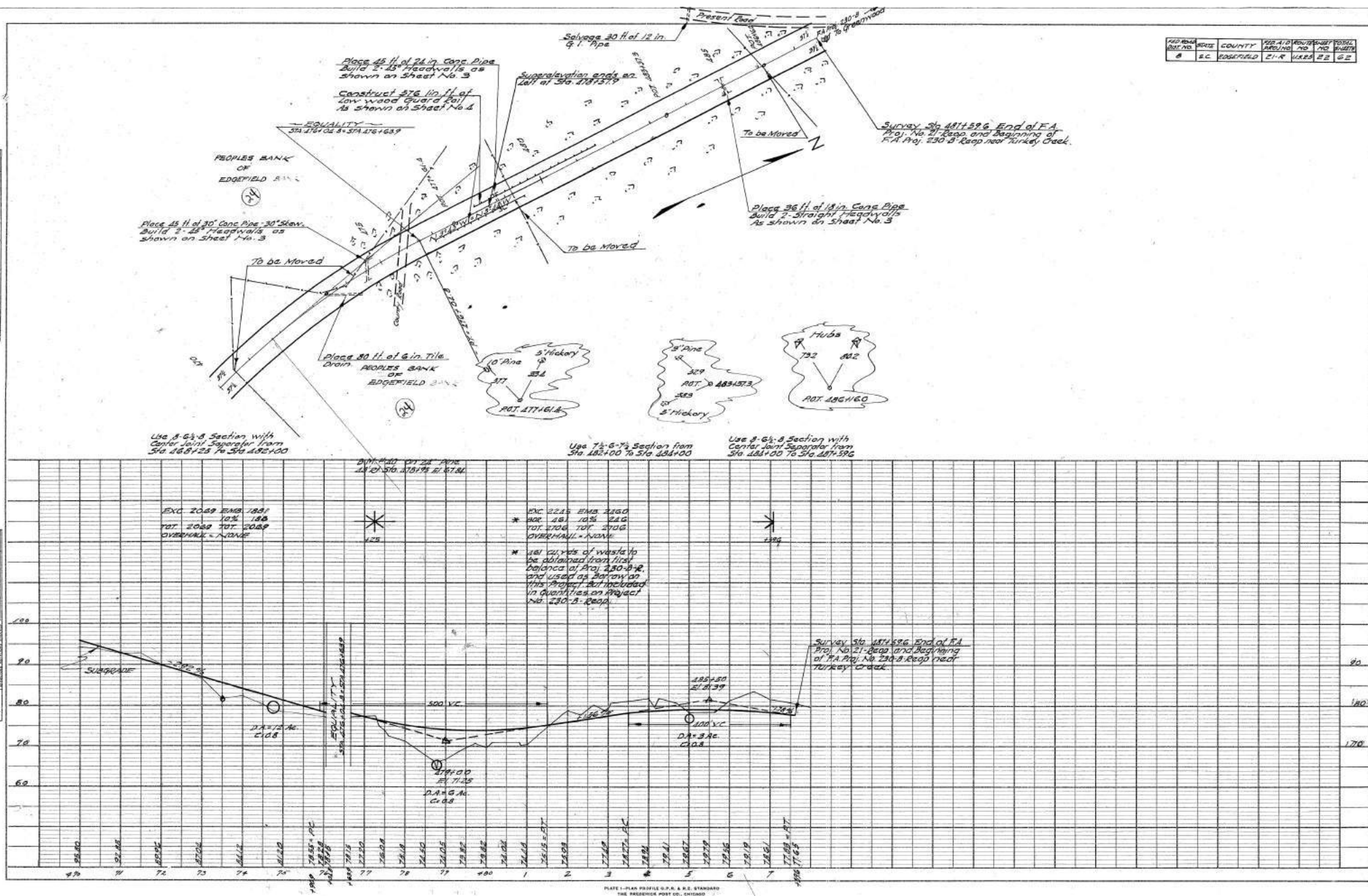


PLATE 1-PLAN PROFILE G.P.E. & E.E. STANDARD
THE ENGINEERING PORT CO., CHICAGO

INDEX OF SHEETS

- SHEET NO. 1 TITLE PAGE
- " 2 TYPICAL CROSS SECTION OF IMPROVEMENT
- " 3 ENDWALLS FOR PIPE CULVERTS
- " 4 DETAIL OF LOW WOOD GUARD RAIL.
- " 5 DETAIL OF SUPERELEVATION.
- " 6 DETAIL OF REINFORCING PAVEMENT OVER STRUCTURES.
- " 7 FIG. PLAN AND PROFILE SHEETS. STA. 487+59.6 TO STA. 747+43.0
- " 8-11 CROSS-SECTION SHEETS. STA. 487+59.6 TO STA. 747+43.0
- " 12-15 DETAIL OF INTERSECTION. STA. 633+ AND STA. 643+.

STATE OF SOUTH CAROLINA STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

FEDERAL AID PROJECTS
No. 230-A & B-REOP

ROUTE NO. U.S. 25

EDGEFIELD COUNTY

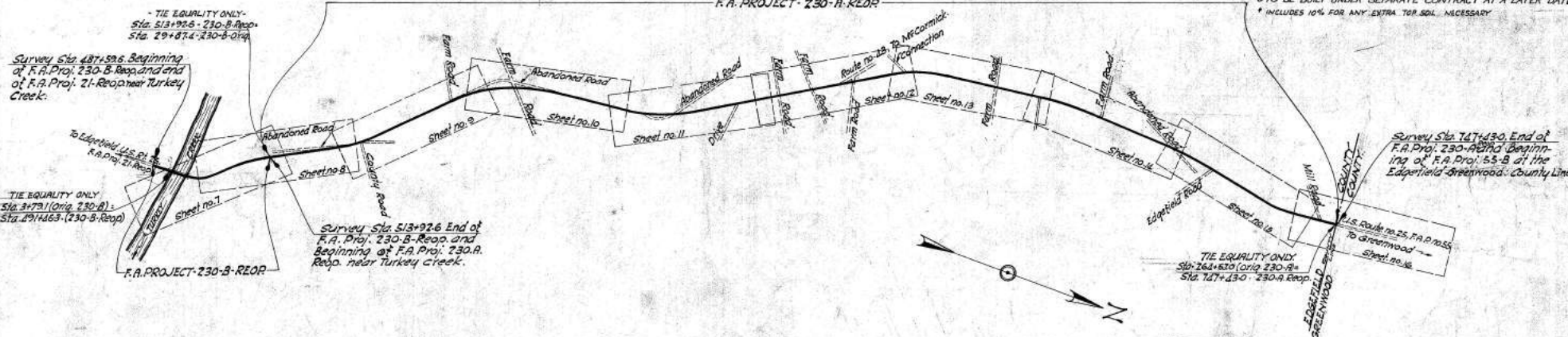
FROM TURKEY CREEK TO GREENWOOD COUNTY LINE

SCALE: PLAN AND PROFILE, 1 INCH = 100 FEET HORIZONTAL; 1 INCH = 10 FEET VERTICAL.

FED. ROAD DIST. NO.	STATE	COUNTY	S. R. PROJ. NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
6	S. C.	EDGEFIELD	159-A-B-REOP	U.S. 25	1	41

SUMMARY OF ESTIMATED QUANTITIES									
STATION	SHEET NO.	ITEM	CONCRETE (CUBIC YARDS)	STEEL (TONS)	BRICKS (THOUSANDS)	EXCAVATION (CUBIC YARDS)	PAVEMENT (CUBIC YARDS)	GRASS (ACRES)	OTHER
5		F.A. PROJ. 230-A-REOP ENDWALLS FOR PIPE CULVERTS	2.46						
6-8-7	7	F.A. PROJ. 230-B-REOP REINFORCING STEEL IN PAVEMENT. RIP RAP FOR FILL AT BRIDGE	2.48			2062			200
F.A. PROJ. 230-A-REOP									
TOTALS									
CONCRETE	159	230-A-REOP	2.46						
STEEL	159	230-A-REOP							
BRICKS	159	230-A-REOP							
EXCAVATION	159	230-A-REOP							
PAVEMENT	159	230-A-REOP							
GRASS	159	230-A-REOP							
OTHER	159	230-A-REOP							

- * Includes 281 cubic yards of ditch excavation.
- * Also includes 2177 cubic yards of Rock but does not include 504 cubic yards of Swell, nor 108 cubic yards of Borrow obtained from and included in F.A. Proj. 230-B-REOP.
- * See special provisions shown in proposed form regarding Reset guard rail.
- * Includes 3157 Sq. Yds. for intersection of Sta. 633+ and 4366 Sq. Yds. for intersection of Sta. 643+
- * TO BE BUILT UNDER SEPARATE CONTRACT AT A LATER DATE
- * INCLUDES 10% FOR ANY EXTRA TOP SOIL NECESSARY



CONVENTIONAL SIGNS	
State Line	Trailing Point
County Line	Power Poles
City or Town Limits	Telephone or Telegraph Poles
Property Line	Trees
Fence	Marsh
Relating Wall	Break
Existing Road	Stumps
E and R.O.W. Lines of	Buildings
Proposed Road	Bridge
Railroad	Concrete Box Culvert
Line or Embankment	Pipe Culvert
Guard Rail	Drop Inlet and Culvert
Point of Intersection (P.I.)	Hub on Center Line

LEGEND	
PROPOSED PROJECT	
OTHER ROADS	

LAYOUT	
Scale: 1 inch = 1000 feet.	
F.A. PROJECT	230-A 230-B REOP
Gross Length of Project	4.422 0.428 Miles
Exceptions	0.000 0.000 Miles
Net Length of Project	4.422 0.428 Miles

Note: All workmanship and material on this project to conform with South Carolina State Highway Department Specifications, Contract and Bond, for Roads and Culverts, revised April, 1927 and for Bridges, revised March, 1927, as amended and approved by the U. S. Secretary of Agriculture.

See letter stating S.H.E. to the S.C.D.E. 6/14/31 authorizing 35¢ per sq. yd. to Chapman Labor since Const. C. for approx. 1570 sq. yds. were met on this proj. and 21 Pkgs.

APPROVED	DATE
Paul Murphy	12-23-31
RECOMMENDED FOR APPROVAL	DATE
RECOMMENDED FOR APPROVAL	DATE
APPROVED	DATE

